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Air Quality Conformity Determination and Documentation 8-Hour Ozone & $PM_{2.5}$

FY 2016-2019 Transportation Improvement Program and related amendments to *Connected2045*, the transportation plan for the St. Louis region.

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

St. Louis Metropolitan Area

Board Approved

July 29, 2015

FY 2016-2019 Transportation Improvement Program And Related Amendments to *Connected 2045: Long Range Transportation Plan for the St. Louis Region*

Air Quality Conformity Determination and Documentation for Eight-Hour Ozone and $PM_{2.5}$

The East-West Gateway Council of Governments (EWG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which EWG receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with EWG. Any such complaint must be in writing and filed with EWG's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our web site at http://www.ewgateway.org/TitleVI or call (314) 421-4220 or (618) 274-2750.

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The expectation of a clean and healthy environment is one of the regional goals specified in the *Connected 2045: Long Range Transportation Plan for the St. Louis Region (Connected2045)*. In July 2012, USEPA classified the eight-county St. Louis region as a "marginal" non-attainment area under the new, more protective 2008 eight-hour ozone standard. Jersey County, Illinois has been designated by USEPA as being in attainment of the 2008 ozone standard. In January 2005, USEPA designated the eight-county St. Louis region and Baldwin Township in Randolph County, Illinois as being in non-attainment of the 1997 annual fine particulate matter ($PM_{2.5}$) standard.

A major objective of the East-West Gateway Council of Governments transportation planning process is to ensure that the projects and policies set out in the *Federal Fiscal Year 2016-2019 Transportation Improvement Program* (TIP) and related amendments to *Connected2045* help to reduce and minimize air quality impacts of transportation projects in accordance with federal, state, and local air quality standards, regulations, and priorities. The specific procedures for reaching this objective are established under Federal law for ensuring conformity between transportation plans and air quality improvement plans. The conformity process is intended to ensure that the programs and activities proposed in long-range transportation plans and associated TIPs conform to the purpose of air quality State Implementation Plans, which set out benchmarks against which progress is measured in meeting national goals for cleaner and healthier air.

Under the Federal Regulations, the Council, as the region's Metropolitan Planning Organization (MPO), is the agency responsible for conducting this determination of conformity. The transportation conformity finding relates to those precursor pollutants produced by automobiles and other on-road transportation, generally described as "mobile source emissions." The pollutants of most concern in this region are ozone and its precursors of oxides of nitrogen (NO_x) and volatile organic compounds (VOCs); and direct $PM_{2.5}$ (resulting from vehicle exhaust, brake wear, and tire wear) and NO_x as a $PM_{2.5}$ precursor.

Ground-level ozone is not directly produced, but is formed when hydrocarbons, also known as VOCs, and NO_x from vehicle and truck exhaust and other industrial processes chemically react, or "cook," with oxygen in the lower atmosphere in the presence of strong sunlight and high temperatures. High levels of ozone can cause headaches; fatigue; and eye, nose, and respiratory tract irritation. Prolonged exposure to ozone can aggravate chronic heart disease and chronic respiratory ailments.

Particulate matter (PM) is a mix of solid particles and liquid droplets suspended in the air. Fine PM is considered to be less than or equal to 2.5 microns in diameter (about 1/30th the width of a human hair). Fine PM is made up of a variety of components, including acids, organic chemicals, metals, dirt, or dust particles. Fine PM is able to penetrate and lodge in deep areas of the lungs. Health effects include irritation of the eyes, sore throat, coughing, chest tightness, and shortness of breath. PM also can trigger asthma attacks. People most at risk from exposure include those with asthma, heart disease, or lung disease; children; and the elderly.

The primary purpose of the conformity process is to demonstrate that predicted future emissions from motor vehicles fall within criteria specified in air quality implementation plans (Federal or State). Future levels of mobile-source emissions are influenced by a number of factors, each of which is accounted for in the forecasting process.

1. All forms of pollution are affected by the number of people living in the region and the strength of the regional economy. Projections developed for *Connected 2045: Long Range Transportation Plan for the St. Louis Region (Connected2045)* serve as a basis for the Air Quality analysis of the Plan and TIP. Forecast levels of population growth and economic activity are a major determinant of how much travel is generated, which directly influences the amount of mobile source emissions.

2. Estimates of future travel are made using the Council's travel demand modeling procedures. These procedures document a range of factors that affect personal and commercial travel. These include the composition and income of households, trends in trip making, use of transit, vehicle occupancy, and various algorithms that replicate trip length and route choice. The result of this inventory of procedures is a model of predicted future travel patterns. The primary determinants of pollution from vehicle exhaust are the number of vehicles, how far they travel, and the speed at which they travel. The last is important because the amount of pollution generated by a given amount of travel is very much higher under "stop-and-go" conditions than if traffic is flowing smoothly, although vehicle emissions tend to rise as vehicle speeds exceed 60 mph. The travel demand model is used to develop predictions of vehicle miles of travel (VMT) and vehicle speed.

3. There is a strong correlation between VMT, travel speeds, and emission levels. These relationships are modified by local characteristics of the vehicle fleet (such as the age of vehicles), the effect of vehicle emissions testing and other programs designed to reduce emissions (such as the use of reformulated gasoline), and assumptions about predicted changes in vehicle technology. These travel characteristics are used as inputs into the USEPA's MOtor Vehicle Emissions Simulator (MOVES) model. This model is used to predict regional mobile source emission levels.

It should be noted that many current trends such as the growth in regional population, employment, and travel would have the effect of increasing emissions if not for the offsets created by improvement in vehicle technology, more extensive vehicle emissions testing regimens and the introduction of reformulated gasoline. Slow to moderate growth in travel has been more than offset by the general introduction of newer pollution-reducing technology. This trend is expected to continue into the future.

Based on the conformity analysis, the projects and programs included in the *Federal Fiscal Year 2016-2019 Transportation Improvement Program* and related amendments to *Connected2045* have met all applicable budget tests as required by the regional emissions analysis and, therefore, are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990, the relevant sections of the Final Conformity Rule 40 CFR Part 93, and the Missouri State Conformity Regulations 10 CSR 10-5.480.

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1.0 Air Quality Conformity Finding

The Federal Fiscal Year 2016-2019 Transportation Improvement Program (FY 2016-2019 TIP) and related amendments to *Connected 2045: Long Range Transportation Plan for the St. Louis Region (Connected2045)* has been prepared by the East-West Gateway Council of Governments (EWG) which is the designated Metropolitan Planning Organization (MPO) for the St. Louis region. In accordance with the Clean Air Act Amendments (CAAA) of 1990 and related federal regulations, both the Transportation Plan and TIP must be found to be in conformity with the requirements of those regulations and with all applicable State Implementation Plans (SIPs) before the Plan may be approved by the MPO. The analysis described in this document has resulted in a Determination that the projects and programs included in the FY 2016-2019 TIP and related amendments to *Connected2045* conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of the Missouri and Illinois SIPs for air quality. Baldwin Township in Randolph County, Illinois is also included in this Conformity Determination.

This report makes the determination that the region's transportation plan and program satisfy all applicable criteria and procedures in the conformity regulations.

The transportation *Air Quality Conformity Determination and Documentation (8-Hour Ozone & $PM_{2.5}$) for the Federal Fiscal Year 2016-2019 Transportation Improvement Program* and related amendments to *Connected2045* documentation is the subject of a public comment period running from May 29, 2015 through July 6, 2015. Upon close of the public comment period the EWG Board will recognize, consider, and respond to all comments received.

2.0 Background

This report describes the transportation air quality Conformity Determination conducted as part of the development of the FY 2016-2019 TIP and related amendments to *Connected2045* as related to the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS or standard) and the annual $PM_{2.5}$ standard. The FY 2016-2019 TIP and related air quality Conformity Determination are to be acted on by the East-West Gateway Council of Governments (EWG) on July 29, 2015 and, if approved, subsequently reviewed by the U.S. Environmental Protection Agency (USEPA) and the U.S. Department of Transportation (USDOT) for compliance with Transportation Conformity rules and regulations.

The EWG finds that the *Federal Fiscal Year 2016-2019 Transportation Improvement Program* (FY 2016-2019 TIP) and related amendments to *Connected2045* conform to the State Implementation Plans (SIPs) adopted by the Missouri Department of Natural Resources (MoDNR) and Illinois Environmental Protection Agency (Illinois EPA) for the 2008 8-hour ozone standard and the 1997 annual fine particulate matter ($PM_{2.5}$) standard based on the results of this conformity analysis.

For the 2008 eight-hour ozone standard, the Conformity Determination addresses those ozone-forming pollutants (volatile organic compounds or VOC and oxides of nitrogen or NO_x) produced by automobiles and other on-road transportation, generally described as "mobile source emissions". For the 1997 annual $PM_{2.5}$ standard, this Conformity Determination addresses

emissions of direct $PM_{2.5}$ and NO_x (a pollutant which is a potential precursor of $PM_{2.5}$), which are produced by automobiles and other on-road transportation. While this chapter outlines the evaluation process involved in the Conformity Determination, a more detailed description of the complex technical analysis is provided in the Appendices. Appendix A lists all of the projects considered as part of the Regional Travel Demand Model, which are included in the regional emissions analysis. Appendices B, C and D describe the planning assumptions and methods used to forecast vehicle travel and resulting emissions. Appendices E and F summarizes the calculations supporting the Conformity Determination for the 2008 eight-hour ozone standard and the 1997 annual $PM_{2.5}$ standard respectively. Appendix G describes the $PM_{2.5}$ Conformity Determination process for Baldwin Township in Randolph County, Illinois. In a separate document Appendix H contains the input and output files documentation for the MOtor Vehicle Emissions Simulator (MOVES) mobile source emissions model.

3.0 Conformity Guidelines

The expectation of *"a clean and healthy environment"* is one of the regional goals of the Council, as first set out in *Transportation Redefined I* and reaffirmed in *Connected2045*. To that end, the Council has set out the following objective for the transportation planning process:

> *" To reduce transportation related air pollution..... in accordance with federal, state, and local health standards and priorities."*

The specific procedures for reaching that objective are those established under Federal law for ensuring conformity between transportation plans and air quality improvement plans. The Conformity Determination process is intended to ensure that the programs and activities proposed in the Transportation Plan, the TIP and TIP amendments, conform to the purpose of the CAAA of 1990 and the SIPs. As stated in the CAAA of 1990, this means *"...conformity to the (implementation) plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards..."*. The provisions of the CAAA of 1990 in relation to conformity are amplified in the U.S. Environmental Protection Agency (USEPA) Final Rule, 40 CFR Part 93, as amended July 1, 2004, May 6, 2005 and January 2008, March 2010 and March 2012. The July 2004 revisions amended the current Conformity rule to: provide conformity procedures under the new eight-hour ozone and $PM_{2.5}$ air quality standards; incorporate existing federal guidance into the Conformity rule consistent with the March 2, 1999 U.S. Court of Appeals decisions; and streamline and improve the rule. With the May 2005 revision, the following transportation-related potential precursors of $PM_{2.5}$ have been added to the Conformity regulation: oxides of nitrogen (NO_x), volatile organic compounds (VOC), sulfur oxides (SOx) and ammonia (NH_3). The regulation also specified when each of these precursors must be considered in Conformity Determinations in $PM_{2.5}$ non-attainment and maintenance areas before and after the submission of State Implementation Plans (SIPs). The January 2008 amendments were made so the rule was consistent with the Clean Air Act section 176(c) as amended by the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) including: changes to the regulations to reflect that the Clean Air Act now provides more time for state and local governments to meet conformity requirements; provides a one-year grace period before the

consequences of not meeting certain conformity requirements apply; and allows the option of shortening the conformity determination timeframe. Other conformity provisions were streamlined. This Conformity Determination also meets the new timelines and procedures as set out in SAFETEA-LU. The March 2010 amendment primarily affects the implementation of conformity in the $PM_{2.5}$ (24-hour) and PM_{10} non-attainment and maintenance areas. In March 2012 the Conformity rule was restructured so that existing rule requirements clearly apply to areas designated for future new or revised NAAQS. Revision also allows $PM_{2.5}$ areas with clean air quality data to take advantage of conformity flexibilities that are currently only available to ozone areas.

Based on 2000-2002 air quality monitoring data, the St. Louis region was found to meet the one-hour ozone standard. On May 12, 2003, USEPA approved the re-designation to attainment requests and Maintenance Plans prepared by the Missouri Department of Natural Resources (MoDNR) and the Illinois Environmental Protection Agency (Illinois EPA). The entire eight-county St. Louis region is now classified as a maintenance area for the one-hour ozone standard.

In 2004, the St. Louis area was designated by USEPA as a “moderate” non-attainment area for the1997 eight-hour ozone standard. The non-attainment area included: Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri; and Jersey, Madison, Monroe and St. Clair Counties in Illinois. EWG, as the MPO, had until June 15, 2005 to perform a Conformity Determination under this eight-hour ozone standard. In March 2005 EWG conducted a Conformity Determination for *Legacy 2030*, The Transportation Plan for the St. Louis Region, which satisfied the June 15 statutory deadline requirement. On June 12, 2012, USEPA approved the following items: the request by Illinois to redesignate the Illinois counties to attainment of the 1997 eight-hour ozone standard; and the Maintenance Plan for the Metro-East St. Louis Ozone Nonattainment Area for the 1997 8-Hour Ozone National Ambient Air Quality Standard (IL 8-Hour Ozone Maintenance Plan for the 1997 standard) containing 2008 and 2025 motor vehicle emissions budgets. On February 20, 2015, USEPA approved Missouri’s request to redesignate the Missouri counties as being in attainment of the 1997 eight-hour ozone standard and approved the associated maintenance plan. Effective April 6, 2015, USEPA revoked the 1997 eight-hour ozone standard in all areas.

In July 2012, the St. Louis area was designated by USEPA as a “marginal” non-attainment area for the 2008 eight-hour ozone standard. The non-attainment area includes: Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri; and Madison, Monroe and St. Clair Counties in Illinois. (See Figure 1) EWG, as the MPO, had until July 19, 2013 to perform a Conformity Determination under this eight-hour ozone standard. The January 30, 2013 Conformity Determination for the Amendment to the FY 2013-2016 TIP and related amendments to the *RTP 2040* was performed with the Conformity procedure as relates to the 2008 eight-hour ozone standard. This Conformity Determination satisfied all requirements under the new “marginal” non-attainment area classification.

The regional emissions analysis provisions in 40 CFR 93.109 (e)(2)(iii) of the Conformity Rule is to be followed. The ozone regional emissions analysis for the Missouri counties will use 2015 motor vehicle emissions budgets for VOC and NO_x from the Early Progress Plan for the Missouri Portion of the St. Louis Nonattainment Area for the 2008 8-Hour Ground Level Ozone National

Ambient Air Quality Standard (Early Progress Plan). These budgets were developed using MOVES and were found adequate by USEPA (letter to MoDNR dated October 28, 2013).

The ozone regional emissions analysis for the Illinois portion of the 2008 ozone non-attainment area will utilize the VOC and NO_x motor vehicle emissions budgets from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. USEPA has found these MOVES-derived budgets adequate for Conformity Determination purposes and approved the Maintenance Plan in June 2012. This requirement affects Jersey, Madison, Monroe and St. Clair Counties.

Jersey County (1997 ozone standard maintenance area) has been designated by USEPA as in attainment of the 2008 ozone standard. As the 1997 ozone standard has been revoked (April 6, 2015), no further conformity determinations for this ozone standard are required.

Figure 1
St. Louis 2008 8-Hour Ozone Standard Classification

In 2005, USEPA designated the eight-county St. Louis region as being in non-attainment of the 1997 annual $PM_{2.5}$ standard. (See Figure 2) The non-attainment area includes: Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri; and Madison, Monroe and St. Clair Counties in Illinois. Baldwin Township in Randolph County, Illinois is also part of the non-attainment area. EWG, as the MPO, was required to demonstrate Conformity with the current Transportation Plan and TIP for the $PM_{2.5}$ standard by April 5, 2006. In February 2006 EWG conducted a Conformity Determination on the FY 2006-2009 TIP and related amendments

to Legacy *2030*, The Transportation Plan for the St. Louis Region, which satisfied this statutory deadline requirement. The Conformity Determination for the FY 2016-2019 TIP and related amendments to *Conneced2045* has been performed with the Conformity procedure set out for the 1997 annual $PM_{2.5}$ standard.

In December 2014 (effective April 15, 2015), USEPA found that it could not determine, based on available data, whether the eight-county St. Louis region and Baldwin Township in Randolph County, Illinois met the 2012 annual $PM_{2.5}$ standard or was contributing to a nearby violation. USEPA has identified this area as "unclassifiable".

The regional emissions analysis provisions in 40 CFR 93.109 and 119, as relates to areas in non-attainment of the 1997 $PM_{2.5}$ standard, of the Conformity Rule have been followed. Baldwin Township in Randolph County, Illinois (outside the EWG MPO boundary) is part of the St. Louis annual $PM_{2.5}$ non-attainment area. Through the Inter Agency Consultation process, consensus was reached that the Illinois Department of Transportation (IDOT) would be the lead agency in overseeing the Baldwin Township $PM_{2.5}$ Conformity Determination process. Furthermore, IDOT has provided EWG staff with the VMT information for Baldwin Township. $PM_{2.5}$ emissions for

Baldwin Township were calculated by utilizing the IDOT VMT information. These estimated and projected emissions were added to the emissions totals for Madison, Monroe and St. Clair Counties. Baldwin Township has been found to be in compliance with all applicable Conformity rules and procedures (see Appendix G).

Within PM non-attainment or maintenance areas, as part of the NEPA process, a transportation project sponsor has to determine if proposed major transportation project would be considered to be a "project of air quality concern." A project of air quality concern usually involves either large traffic volumes and/or significant diesel traffic (i.e., bridge, bus or rail terminals). If a project were deemed a project of concern, a project-level PM hot-spot Conformity Determination would be required. However, the development of the hot-spot analysis is the responsibility of the project sponsor and not the MPO.[1] For example, in 2006 a qualitative PM hot-spot analysis was done by the Illinois Department of Transportation (IDOT) for the New Mississippi River Bridge project.

Part of the region, consisting of the City of St. Louis and that portion of St. Louis County within the I-270 loop, is classified as a limited maintenance area for carbon monoxide (CO). On June 17, 1997 the MoDNR submitted The Missouri State Implementation Plan for Carbon Monoxide - St. Louis Metropolitan Area: Maintenance Provisions and Re-designation Request, October 1996 to USEPA. The re-designation request was approved by USEPA on March 31, 1999. As a result, the Limited Carbon Monoxide Maintenance Plan option allows plan conformity without a technical analysis.

Under the provisions of the CAAA of 1990, the EWG, as the MPO for the region, is the agency responsible for making the Conformity Determination. The Conformity Determination described in this document was performed in accordance with DOT and USEPA guidance and procedures. Procedures were implemented in accordance with all applicable provisions of 40 CFR Part 93, specific sections 93.109, 113 and 118 and relevant guidelines and documentation issued by DOT and USEPA[2].

In 2007, MoDNR prepared a St. Louis Transportation Conformity Rule and in 2010 MoDNR proposed changes to 2007 Transportation Conformity Rule. These rule changes were submitted to the Missouri Air Conservation Commission (MACC). In October 2010, the MACC approved the changes to the St. Louis Transportation Conformity Rule based on the January 2009 "Guidance for Developing Transportation Conformity State Implementation Plans (SIPs)" by USEPA. The updated rule was effective February 28, 2011. Final approval of this rule by USEPA took place

[1]None of the projects in this Conformity Determination required a $PM_{2.5}$ hot-spot analysis. No projects exceeded the federal guidelines for AADT and percent of diesel truck traffic.

[2] USEPA, ***Transportation Conformity Regulations as of April 2012,*** April 2012; USEPA, ***Transportation Conformity Guidance for 2008 Ozone NAAQS Nonattainment Areas***, July 2012; USEPA, ***MOVES2010b User Guide***, July 2012; USEPA, ***Policy Guidance for Use of MOVES2010 and Subsequent Minor Revisions for State Implementation Plan Development, Transportation Conformity, and Other Purposes***, April 2012, USEPA, ***Guidance for Transportation Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance*** Areas, July 2012; USEPA, ***Volume IV: Mobile Sources, Procedures for Emission Inventory Preparation***, EPA-450/4-81-026d (revised), July 1992; FHWA, ***Transportation Conformity Guide: A Basic Guide for State and Local Officials***, revised 2010.

on October 28, 2013. As the Illinois Transportation Conformity SIP is still under review by USEPA, the Illinois part of the region remains subject to the provisions of the Federal Transportation Conformity Rule.

4.0 Conformity Determination Process

4.1 Eight-Hour Ozone

4.1.1 State Implementation Plan

An ozone control strategy SIP contains measures and policies for reducing ozone-forming emissions of VOC and NO_x. A Maintenance Plan demonstrates how an area that has attained an air quality standard will continue to attain the relevant standard for a minimum ten-year period. The plan also contains strategies that can be implemented in the event the region's air quality subsequently violates the applicable standard. Mobile sources, essentially road-based transportation, are one of several broad categories of pollution sources. The Maintenance Plan SIP contains estimates of attainment year emissions from all source categories and projects future year emissions. Future year emissions estimates must be lower than the emissions estimated for the attainment year. In addition, the total emissions projected for on-road mobile sources in specific future years are established as motor vehicle emissions budgets for the purposes of conducting transportation conformity. Preparation of the SIP is the responsibility of the State. A SIP must be submitted to USEPA in accordance with a schedule delineated in Federal regulation. USEPA approval is required for all SIPs. Motor vehicle emissions budgets contained in a submitted SIP may be used as a basis for Conformity Determination findings before the SIP is formally approved, provided USEPA has issued a specific Finding of Adequacy.

The process USEPA uses to determine the adequacy of submitted SIP budgets for conformity is contained in a May 14, 1999 Memorandum from USEPA entitled "*Conformity Guidance on Implementation of the March 2, 1999 Conformity Court Decision*" and the July 2004 Conformity rule revision.

For the Missouri part of the 2008 eight-hour ozone non-attainment area, the Conformity Determination is made in relation to the 2015 motor vehicle emissions budgets from the Missouri Early Progress Plan for the 2008 standard. These budgets were established with the MOVES model. In a letter to MoDNR dated October 28, 2013, USEPA found these budgets adequate for Conformity Determination purposes. In the March 5, 2014 Federal Register, USEPA issued a notice of adequacy for the 2015 budgets for Conformity purposes (effective March 19, 2014).

For the Illinois portion of the 2008 eight-hour non-attainment area, the Conformity Determination is made in relation to the 2008 and 2025 motor vehicle emissions budgets contained in the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. These budgets were developed using the MOVES model. On December 22, 2011, USEPA found the 2008 and 2025 budgets in this Maintenance Plan adequate for Conformity Determination purposes. On June 12, 2012, USEPA approved the IL 8-Hour Ozone Maintenance Plan for the 1997 standard and the 2008 and 2025 motor vehicle emissions budgets.

4.1.2 Regional Emissions Analysis: Emissions Budget Tests

The principal step toward making a Conformity Determination for the analysis years 2015, 2025, 2035 and 2045 is to demonstrate that the anticipated emission levels of ozone precursor pollutants which will result from planned and programmed transportation projects (the "Action" scenario) will be less than the level defined in the motor vehicle emissions budgets from the Missouri Early Progress Plan for the 2008 standard and the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. The SIP motor vehicle emissions budgets for Missouri and Illinois were established using the MOVES model for the two sets of pollutants which are precursors of ozone formation, VOC, primarily hydrocarbons, and NO_x.

4.1.2.1 Missouri

To conduct a Conformity Determination for the analysis years of 2015, 2025, 2035 and 2045, it is necessary to demonstrate that the anticipated emission levels of precursor pollutants of ozone formation (VOC, primarily hydrocarbons and NO_x) which will result from the “Action” scenario will be less than the 2015 motor vehicle emissions budgets (Table 1) from the Missouri Early Progress Plan for the 2008 standard. These budgets were developed with the MOVES model. In a letter to MoDNR dated October 28, 2013, USEPA issued an adequacy finding for the 2015 VOC and NO_x motor vehicle emissions budgets. In the March 5, 2014 Federal Register, USEPA issued a notice of adequacy for the 2015 budgets for Conformity purposes (effective March 19, 2014). These budgets can be used in the Conformity Determination process.

Table 1
Motor Vehicle Emissions Budgets
Missouri Early Progress Plan
(US tons per day)

Pollutant	**2015**
Volatile Organic Compounds (VOC)	32.70
Oxides of Nitrogen (NO_x)	76.70

4.1.2.2 Illinois

To conduct a Conformity Determination for the analysis year 2015 is to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from planned and programmed transportation projects (the "Action" scenario) will be less than the level defined in the 2008 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. For the analysis years of 2025, 2035 and 2045 it is necessary to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from the “Action” scenario will be less than the level defined in the 2025 motor vehicle emissions budgets from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. The SIP motor vehicle emissions budgets were established using the MOVES model for the two sets of pollutants which are precursors of ozone formation, VOC, primarily hydrocarbons, and NO_x. A finding of adequacy for

the 2008 and 2025 budgets was issued by USEPA and published in the December 22, 2011 Federal Register. On June 12, 2012, USEPA approved the IL 8-Hour Ozone Maintenance Plan.

The 2008 and 2025 motor vehicle emissions budgets are summarized in Table 2.

Table 2
Motor Vehicle Emissions Budgets
Illinois 8-Hour Ozone Maintenance Plan
(US tons per day)

Pollutant	**2008**	**2025**
Volatile Organic Compounds (VOC)	17.27	5.68
Oxides of Nitrogen (NO_x)	52.57	15.22

4.1.3 Conformity Tests: Analysis Years

For the FY 2016-2019 TIP and related amendments to *Connected2045* the tests detailed in Sections 4.1.2 have to be satisfied for those transportation projects and programs expected to be operational by the analysis year of 2045 (horizon year of the regional transportation plan) and for the analysis years 2015, 2025 and 2035.

4.1.4 Conformity Tests for the FY 2016-2019 TIP and related amendments to the *Connected2045* - Summary - Missouri and Illinois

In accordance with current USEPA guidance, and in consultation with the Inter Agency Consultation Group (IACG), EWG is utilizing the following mobile source emissions tests for determining conformity on the Plan and TIP. This Conformity Determination has been prepared in relation to the budgets and tests applicable as of January 27, 2015 and on the most current planning assumptions as agreed to by the IACG. The MOVES model was utilized in completing the conformity budgets tests for Missouri and Illinois.

Pollutants
Missouri and Illinois
Volatile Organic Compounds (VOC)
Oxides of Nitrogen (NO_x)
Missouri only
Carbon Monoxide (CO): no tests are required in the limited maintenance area

Analysis Years

2015 – Attainment year for marginal non-attainment areas under 2008 eight-hour ozone standard (Missouri Early Progress Plan for 2008 standard has 2015 budgets)

2025 - Intermediate analysis year (IL 8-Hour Ozone Maintenance Plan for the 1997 standard has 2025 budgets)

2035 - Intermediate analysis year

2045 - Horizon year for Transportation Plan

Tests of Conformity

Missouri

"Action" scenario compared with the 2015 motor vehicle emissions budget from the Early Progress Plan for 2008 standard for VOC for 2015, 2025, 2035 and 2045

"Action" scenario compared with the 2015 motor vehicle emissions budget from the Early Progress Plan for 2008 standard for NO_x for 2015, 2025, 2035 and 2045

Illinois

"Action" scenario compared with the 2008 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard for VOC for 2015

"Action" scenario compared with the 2008 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard for NO_x for 2015

"Action" scenario compared with the 2025 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard for VOC for 2025, 2035 and 2045

"Action" scenario compared with the 2025 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard, for NO_x for 2025, 2035 and 2045

4.1.5 Transportation Control Measures

Another element of a Conformity Determination is an assessment of progress in implementing Transportation Control Measures (TCMs). These measures are intended to reduce emissions or concentrations of pollutants from transportation sources by reducing vehicle use or otherwise reducing vehicle emissions. For the St. Louis region, the 15 Percent Rate-of-Progress ozone SIPs included categories of TCMs, together with estimates of the anticipated emissions benefits. The 1997 report: *Transportation Control Measures in the St. Louis Region: Completion Report* documented the implementation of TCMs by general SIP category of control measures. Currently the State does not have any TCMs in their SIP and therefore no TCMs are part of the Regional Emissions Analysis. However, the CMAQ program is ongoing and has produced emission reduction projects that EWG monitors. EWG maintains a database of CMAQ projects and their related emission reduction benefits.

4.1.6 Conformity Determination Technical Methodology

The calculation of VOC and NO_x mobile source emissions is a two-step process for each analysis year. First, all regionally significant transportation facilities are included in EWG's regional travel demand model. This includes all projects from the FY 2016-2019 TIP and related amendments to *Connected2045*. Appendix A lists the projects included in the regional emissions analysis.

Utilizing the project list from Appendix A, the travel demand model is used to forecast vehicle miles of travel in the region. The underlying assumptions regarding population and employment changes in the region are set out for reference in Appendix B. The travel demand modeling assumptions and procedures are discussed in Appendix C.

Second, the MOVES emissions model is used to develop emissions factors that indicate how much of each pollutant is produced per vehicle mile of travel. These factors are applied to the forecasts from the travel demand model to derive a modeled total of vehicle emissions for each of the two pollutants in each of the five analysis periods. These procedures are discussed, and the results summarized, in Appendix D and Appendix E. Appendix H contains documentation of input and output files associated with the MOVES model.

In all, emissions have to be estimated for both pollutants (i.e. VOC and NO_x) related to three time periods (a.m. peak, p.m. peak and off-peak), for both states in the Plan's analysis years and for the inspection and maintenance (I/M) test area and non I/M test area, giving multiple sets of emissions calculations.

The predicted emissions that result from these modeling procedures are then subject to each of the tests of conformity outlined above. The results are shown in Tables 3 and 4 below and also in Appendix E.

Table 3
Regional Emissions Analysis: Conformity Tests - MISSOURI
Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard
(US tons per day)

Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Emissions	2015 Budget	Emissions	2015 Budget
2015	28.85	32.70	59.89	76.70
2025	14.33	32.70	28.37	76.70
2035	13.45	32.70	25.68	76.70
2045	13.23	32.70	26.14	76.60
All tests have been passed for all years.				

Table 4
Regional Emissions Analysis: Conformity Tests - ILLINOIS
Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard
(US tons per day)

Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Emissions	2008 Budget	Emissions	2008 Budget
2015	11.77	17.27	24.04	52.57
Analysis Year	Emissions	2025 Budget	Emissions	2025 Budget
2025	5.31	5.68	10.44	15.22
2035	5.22	5.68	9.34	15.22

Table 4 **Regional Emissions Analysis: Conformity Tests - ILLINOIS** **Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard** (US tons per day)				
Analysis Year	Emissions	2025 Budget	Emissions	2025 Budget
2045	5.19	5.68	9.64	15.22
All tests have been passed for all years.				

4.2 Fine Particulate Matter ($PM_{2.5}$)

4.2.1 State Implementation Plans

The State of Missouri Redesignation Demonstration and Maintenance Plan for the Missouri Portion of the St. Louis Non-Attainment Area for the 1997 Annual Fine Particulate National Ambient Air Quality Standard (Missouri Annual $PM_{2.5}$ Maintenance Plan) was submitted to USEPA in August 2011. Missouri has prepared technical supplement for this plan which was approved by the Missouri Air Conservation Commission on March 24, 2014. This supplement is awaiting approval by USEPA. Illinois is in the process of completing its annual $PM_{2.5}$ Maintenance Plan SIP for submittal to USEPA. A Maintenance Plan demonstrates how an area that has attained an air quality standard will continue to attain the relevant standard for a minimum ten-year period. The plan also contains strategies that can be implemented in the event the region's air quality subsequently violates the applicable standard. Mobile sources, essentially road-based transportation, are one of several broad categories of pollution sources. The Maintenance Plan contains estimates of attainment year emissions from all source categories and projects future year emissions. Future year emissions estimates must be lower than the emissions estimated for the attainment year. In addition, the total emissions projected for on-road mobile sources in specific future years are established as motor vehicle emissions budgets for the purpose of conducting transportation conformity. USEPA approval is required for all SIPs. Motor vehicle emissions budgets contained in a submitted SIP may be used as a basis for Conformity Determination findings before the SIP is formally approved, provided USEPA has issued a specific Finding of Adequacy.

4.2.2 Regional Emissions Analysis - Pollutants

Mobile source-related direct $PM_{2.5}$ is to be included in the regional emissions analysis. Direct $PM_{2.5}$ emissions come from vehicle exhaust, brake wear and tire wear.

The following transportation-related pollutants are considered to be potential precursors of $PM_{2.5}$ formation: NO_x; VOC; SOx; and NH_3 (according to the May 2005 Final Conformity Rule). Before SIP motor vehicle emissions budgets have been found adequate or approved by USEPA, NO_x is to be included in the regional emissions analysis component of a Conformity Determination unless it is found to be an insignificant contributor to the air quality problem by the state air agency and the USEPA Regional Office. Since such a finding has not been made for either the

Missouri portion or the Illinois portion of the St. Louis $PM_{2.5}$ non-attainment area, the $PM_{2.5}$ Conformity Determination will include the precursor NO_x emissions.

The May 2005 Final Conformity Rule also stated that before SIP motor vehicle emissions budgets are found adequate or approved by USEPA, inclusion in the regional emissions analysis is not required for VOC, SOx and NH_3 unless the state air agency or the USEPA Regional Office finds that the on-road emissions of any of these pollutants/precursors are a significant contributor to the $PM_{2.5}$ problem of an area.

MoDNR, through $PM_{2.5}$ modeling exercises, demonstrated that VOC, NH_3 and SO_2 from motor vehicles were not significant contributors to the $PM_{2.5}$ problem in the Missouri portion of the non-attainment area. Consequently, motor vehicle emissions budgets were not established for them. Currently, Illinois is in the process of finalizing its annual $PM_{2.5}$ SIP and nothing definitive has been reached concerning the significance and/or insignificance of $PM_{2.5}$ precursor mobile source emissions. These findings were discussed at the December 2005 IACG meeting, which resulted in a MoDNR e-mail, which documented the IACG consensus.

4.2.3 Regional Emissions Analysis: Interim Emissions Test

The MO Annual $PM_{2.5}$ Maintenance Plan for the 1997 standard was submitted to USEPA in August 2011. Missouri is developing a technical supplement for this plan. Illinois is in the process of completing its annual $PM_{2.5}$ SIP Maintenance Plan, including motor vehicle emissions budgets, for submittal to USEPA. Federal regulations set out an interim process to follow for a Conformity Determination. This process is to be used to demonstrate Conformity until USEPA finds adequate or approves the motor vehicle emissions budgets. Either the no-greater-than-2002 baseline test or the build-less-than-or-equal-to-no-build test can be selected. EWG, with the consensus of the IACG, decided that the most appropriate test for the St. Louis $PM_{2.5}$ non-attainment area would be the no-greater-than-2002 baseline test.

The principal step toward making a Conformity Determination for the selected analysis years is to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from planned and programmed transportation projects (the "Action" scenario) will be less than the 2002 baseline emissions inventory for the entire $PM_{2.5}$ non-attainment area (Missouri and Illinois totals added together). In order to ensure consistency in the regional emissions analysis, EWG, with input of MoDNR and Illinois EPA, developed 2002 baseline emission estimates using the MOVES model (see Table 5). As the St. Louis area is in non-attainment of the annual $PM_{2.5}$ standard, the regional emissions analysis has to use annual emissions.

Through the Inter Agency Consultation process, it was agreed that for each of the analysis years, estimated emissions data for Baldwin Township in Randolph County, Illinois would be added to the Illinois 2002 baseline emissions and the Illinois “Action” scenario for the “Action”/2002 Baseline tests.

Table 5 **2002 $PM_{2.5}$ Baseline Emissions** (US tons per year)		
State	**Direct $PM_{2.5}$**	**Oxides of Nitrogen (NO_x)**
Missouri	2,687.16	69,918.87
Illinois*	809.55	21,788.78
Non-Attainment Area Total	3,496.71	91,707.65
* Includes Baldwin Township in Randolph County		

4.2.4 Conformity Test: Analysis Years

For the FY 2016-2019 TIP and related amendments to *Connected0245*, the test detailed in Sections 4.3.3 have to be satisfied for those transportation projects and programs expected to be operational by the analysis year 2045 (horizon year of the regional transportation plan) and for the analysis years 2015, 2025 and 2035.

4.2.5 $PM_{2.5}$ Conformity Test for the FY 2016-2019 TIP and related amendments to *Connected2045* – Summary

In accordance with current USEPA guidance, and in consultation with the IACG, EWG has decided to adopt the following mobile source emissions test for determining conformity on the Plan and TIP. This Air Quality Conformity Determination has been prepared in relation to the tests applicable as of January 27, 2015 and on the most current planning assumptions as agreed to by the IACG. The MOVES model was used to complete the baseline tests for the entire non-attainment area.

Pollutants
Direct $PM_{2.5}$
Oxides of Nitrogen (NO_x), as a precursor of $PM_{2.5}$

Analysis Years
2015 - First analysis year (Near term year between one and five years in future)
2025 - Intermediate analysis year
2035 - Intermediate analysis year
2045 - Horizon year for Transportation Plan

Test of Conformity
"Action" scenario compared with the 2002 baseline emissions test for direct $PM_{2.5}$ for entire non-attainment area
"Action" scenario compared with the 2002 baseline emissions test for NO_x (as a precursor) for entire non-attainment area

4.2.6 Transportation Control Measures

Potential $PM_{2.5}$ Transportation Control Measures (TCMs) have yet to be identified in the Missouri and Illinois SIP development process. Consequently, $PM_{2.5}$ emissions benefits related to any future TCMs projects have not been calculated nor included in any emissions analysis.

4.2.7 Conformity Determination Technical Methodology

The calculation of on-road mobile source emissions is a three-step process for each analysis year. First, all regionally significant transportation facilities are included in EWG's regional travel demand model. This includes all projects from the FY 2016-2019 TIP and related amendments to *Connected2045*. Appendix A lists the projects included in the regional emissions analysis. Utilizing the project list from Appendix A, the travel demand model is used to forecast vehicle miles of travel in the region. The underlying assumptions regarding population and employment changes in the region are set out for reference in Appendix B. These modeling assumptions and procedures are discussed in Appendix C.

Second, the MOVES emissions model is used to develop emissions factors that indicate how much of each pollutant is produced per vehicle mile of travel. These factors are applied to the forecasts from the travel demand model to derive a modeled total of vehicle emissions for each of the two pollutants in each of the four analysis periods. These procedures are discussed, and the results summarized, in Appendix D and Appendix F. Appendix H contains documentation of input and output files associated with the MOVES model.

Finally, annual emissions have to be calculated for both pollutants (i.e., direct $PM_{2.5}$ and NO_x), for both states in four different analysis years and for the inspection and maintenance (I/M) test area and non-I/M test area. There are numerous sets of emissions calculations for each state which then are summed together to develop emissions estimates for the $PM_{2.5}$ non-attainment area.

The predicted emissions that result from these modeling procedures are then subject to each of the tests of conformity outlined above. The results are shown in Tables 6 and 7 and also in Appendix F.

Table 6
Regional Emissions Analysis: Conformity Test for Direct $PM_{2.5}$
Based on Conformity Requirements for Annual $PM_{2.5}$ Standard
(US tons per year)

Analysis Year	Missouri		Illinois*		Non-Attainment Area	
	Action	Baseline	Action	Baseline	Action	Baseline
2015	948.71	2,687.16	351.71	809.55	1,300.42	3,496.71
2025	612.15	2,687.16	220.41	809.55	832.56	3,496.71
2035	586.96	2,687.16	202.69	809.55	789.65	3,496.71
2045	600.30	2,687.16	212.85	809.55	813.15	3,496.71

All tests have been passed for all years.
* Includes Baldwin Township

Table 7
Regional Emissions Analysis: Conformity Tests for Oxides of Nitrogen
Based on Conformity Requirements for Annual $PM_{2.5}$ Standard
(US tons per year)

Analysis Year	Missouri		Illinois*		Non-Attainment Area	
	Action	Baseline	Action	Baseline	Action	Baseline
2015	17,145.62	69,918.87	6,751.97	21,788.78	23,987.59	91,707.65
2025	7,533.41	69,918.87	2,858.24	21,788.78	10,391.65	91,707.65
2035	6,707.91	69,918.87	2,324.08	21,788.78	9,031.99	91,707.65
2045	6,851.38	69,918.87	2,418.99	21,788.78	9,270.37	91,707.65

All tests have been passed for all years.
* Includes Baldwin Township

5.0 Consultation and Public Participation

5.1 Consultation: Conformity Procedures

Federal regulation requires that Conformity Determinations must be made:

- Each time a new RTP or TIP is adopted
- Each time a new RTP or TIP is amended, unless the amendment merely adds or deletes exempt projects
- Within 24 months of the effective date of a USEPA finding that motor vehicle emissions budgets from an initially submitted control strategy SIP or maintenance plan are adequate for Conformity Determination purposes
- Within 24 months of the effective date of a USEPA approval of a control strategy SIP revision or maintenance plan which establishes or revises a motor vehicle emissions budget if that budget has not yet been used in a conformity determination prior to approval
- Within 24 months of the effective date of a USEPA promulgation of an implementation plan which establishes or revises a motor vehicle emissions budget
- Not less frequently than every four years
- Within 12 months of a newly designated non-attainment area

MPOs responsible for making conformity determinations must follow procedures for inter-agency and public consultation and review as described in DOT and USEPA regulations. These include by reference the requirements of the Missouri state conformity regulations (10CSR-5.480), as adopted by the Missouri Air Conservation Commission in August 1996, effective in December 1996. In October 2010, the Missouri Air Conservation Commission approved changes to the state's Transportation Conformity Rule based on the January 2009 "Guidance for Developing Transportation Conformity State Implementation Plans (SIPs)" by USEPA. The updated rule was effective February 28, 2011. Final approval of this rule by USEPA took place on October 28, 2013. Federal Highway Administration (FHWA), USEPA, MoDNR and Illinois EPA may comment on Conformity Determinations.

The principal forum for the discussion of technical issues relating to conformity is the Inter Agency Consultation Group (IACG). The role of this group in the conformity process is defined in both the Missouri and the Illinois Conformity Regulations. Membership in this group is shown below.

Inter Agency Consultation Group	
East-West Gateway Council of Governments	Federal Highway Administration, Missouri Division
Illinois Department of Transportation	Federal Highway Administration, Illinois Division
Illinois Environmental Protection Agency	Federal Transit Administration, Region VII
Missouri Department of Natural Resources	U.S. Environmental Protection Agency, Region 5
Missouri Department of Transportation	U.S. Environmental Protection Agency, Region 7
Metro	Madison County Transit District
St. Louis County Department of Health	Madison County Highway Department
St. Louis County Department of Highways and Traffic	St. Clair County Transit District
City of St. Louis Department of Health	St. Clair County Department of Roads and Bridges

During the preparation of the Conformity Determination for the FY 2016-2019 TIP and related amendments to *Connected2045*, the IACG met on January 27 and March 24, 2015 to determine the best course of action. The general approach to the Conformity Determination, the procedures used and all of the major assumptions have been subject to discussion, review and, where appropriate, consensus approval by this group. In addition, many other agencies are involved in the process leading to a Conformity Determination through their involvement in EWG's Air Quality Advisory Committee and Executive Advisory Committee.

5.2 When Conformity Analysis Begins

At the February 2009 meeting, the IACG reached consensus that the start of the Conformity Analysis would be defined as the date of the initiation of the operation of the travel demand model for Conformity Determination purposes. For this Determination, that date is January 27, 2015.

5.3 Public Participation for the FY 2016-2019 TIP and Related Amendments to *Connected2045* and Conformity Determination and Documentation (8-Hour Ozone & $PM_{2.5}$)

Federal legislation and the metropolitan transportation planning regulations require MPOs to have an enhanced public participation process. Citizen interest in transportation planning has continued to grow as EWG has taken actions to increase public awareness of the transportation decision-making process.

EWG uses a variety of methods to achieve greater public participation. Among these are extensive use of all types of media to explain the planning process, face-to-face meetings with citizens' groups, and easy-to-understand publications that are distributed via mail, email and on the EWG web site. The underlying premise of the public participation process is that more citizens will participate in the planning process if they understand the factors that influence transportation decisions.

The *Public Involvement Plan*, adopted by the EWG Board in May 2024 establishes the mechanisms by which EWG reaches out to its many stakeholders and the public.

The EWG web site, www.ewgateway.org, includes information about EWG, its planning partners, MPO activities and opportunities for citizens to learn and participate in transportation decisions. Meetings of all EWG committees, task forces and other groups, as well as notes from past meetings are regularly posted on the site. The Web site also includes links to many other transportation resources. The FY 2016-2019 TIP materials are accessible through the site.

Additionally, all implementing agencies have citizen participation mechanisms that allow public input throughout the transportation planning process.

The official public comment period is from May 29, 2015 to July 6, 2015. Public review of the FY 2016-2019 TIP and related amendments to *Connected2045* and Air Quality Conformity Determination and Documentation (8-Hour Ozone & $PM_{2.5}$) will take place through several different means. Five public open-house style meetings are planned throughout the region in June as is an online open house. Persons requiring special accomodations should notify Julie Stone at least 48 hours prior to the open house at 314-421-4220 or 618-274-2750 or email at titlevi@ewgateway.org.

At the public open houses, copies of the FY 2016-2019 TIP and Air Quality Conformity Determination and Documentation (8-Hour Ozone & $PM_{2.5}$), as well as supplemental materials such as tables, charts, and maps, will be available for review, discussion, and comment. These same materials will be available on the virtual public open house page on the Council's website. Citizens and members of organizations are invited to attend the public open house meeting that is most convenient for them.

The schedule for the public open-house style meetings and the online open house for the FY 2016-2019 TIP and related amendments to *Connected2045* and Air Quality Conformity Determination and Documentation (8-Hour Ozone & $PM_{2.5}$) is shown below. The schedule is available on postcards that have been distributed throughout the region, on the Council's website, in the Council's *Local Government Briefings* electronic newsletter and in local newspapers.

- Tuesday, June 9, 2015: 4:30 PM to 6:30 PM – Franklin County – Franklin County Government Center, Commission Chambers, 400 E. Locust, Union, MO 63084

- Wednesday, June 10, 2015: 4:30 PM to 6:30 PM – St. Charles County – O'Fallon City Hall, First Floor Multipurpose Room, 100 North Main, O'Fallon, MO 63366

- Tuesday, June 16, 2015: 4:30 PM to 6:30 PM – St. Louis City and St. Louis County – The Heights (Argus Room), 8001 Dale Avenue, Richmond Heights, MO 63117

- Thursday, June 18, 2015: 4:30 PM to 6:30 PM – Madison, Monroe and St. Clair Counties – Caseyville Community Center, 909 S. Main St, Caseyville, IL 62232

- Tuesday, June 23, 2015: 4:30 PM to 6:30 PM – Jefferson County – Hillsboro City Hall, 101 Main St, Hillsboro, MO 63050

- Online open house – Thursday, June 25, 2015: 12:00 Noon to 1:00 PM – The online open house will be hosted by the St. Louis Post-Dispatch on their Scribble Live platform at www.ewgateway.org or www.stltoday.com .

Comment forms are available at the public open houses or comments could be submitted by email. Comments on the draft air quality Conformity Determination document must be received or postmarked by Monday, July 6, 2015. Comments can be sent to TIP@ewgateway.org or East-West Gteway Council of Governments, Attn: TIP at One S. Memorial Drive, Suite 1600, St. Louis, Missouri 63102.

Complete documentation of the public participation process, comments received, responses to the comments, and any resulting action will be provided in a supporting document.

The draft of the Air Quality Conformity Determination and Documentation (8-Hour Ozone and $PM_{2.5}$) for the FY 2016-2019 TIP and related amendments to *Connected2045* was made available for public review between May 29, 2015 and July 6, 2015 and one public comment of "support for the Air Quality Conformity Determination and Documentation" was received and there was one general question about the purpose of the Air Quality Conformity Determination. A total of 81 people attended the open house meetings or participated in the online open house. Some editorial or stylistic changes were made to clarify the document, however, no substantive changes to the analysis or the finding of Conformity were made to the Air Quality Conformity Determination and Documentation (8-Hour Ozone and $PM_{2.5}$) for the FY 2016-2019 TIP and related amendments to *Connected2045*.

Declaration of Conformity for Eight-Hour Ozone

Based on the analysis, the projects and programs included in the FY 2016-2019 Transportation Improvement Program and related amendments to *Connected2045* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990, the relevant sections of the Final Conformity Rule 40 CFR Part 93 and the procedures set forth in the Missouri State Conformity Regulations 10 CSR 10-5.480 for the 2008 eight-hour ozone standard. This Conformity Determination covers the St. Louis 2008 eight-hour ozone non-attainment area (Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri and Madison, Monroe and St. Clair Counties in Illinois).

Declaration of Conformity for $PM_{2.5}$

Based on the analysis, the projects and programs included in the FY 2016-2019 Transportation Improvement Program and related amendments to *Connected2045* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990, the relevant sections of the Final Conformity Rule 40 CFR Part 93 and the procedures set forth in the Missouri State Conformity Regulations 10 CSR 10-5.480 for the 1997 annual $PM_{2.5}$ standard. This Conformity Determination covers the entire St. Louis non-attainment area (Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri and Madison, Monroe and St. Clair Counties and Baldwin Township in Randolph County in Illinois).

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FY 2016-2019 Transportation Improvement Program And Related Amendments to *Connected 2045: Long Range Transportation Plan for the St. Louis Region*

Air Quality Conformity Determination and Documentation for Eight-Hour Ozone and $PM_{2.5}$ Appendices

Appendix A
Transportation Planning Projects

The project descriptions described below were used for the purposes of travel demand modeling and air quality analysis, and form the basis of the Air Quality Conformity Determination for the FY 2016-2019 Transportation Improvement Program (TIP) and related amendments to *Connected 2045*. Included in the list are all the projects capable of being modeled from the Amendment to the FY 2016-2019 TIP and related amendments to *Connected 2045*. In addition to the projects identified in the plan and TIP the list includes project that may potentially be carried over due to schedule changes and any non-federally funded projects we are aware of at this time. Information is listed on the route, the location and/or limits of the project, the description of the project or planning assumptions made for the purposes of analysis, and the analysis year in which the project is expected to be complete.

The definition of "regional significance" is that contained in the *St. Louis Transportation Conformity SIP*, as amplified through the inter-agency consultation procedures established in that document and in 40 CFR Part 93 §93.101, "....*Regionally significant project* means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel." The February 28, 2012 Regionally Significant Screening Criteria document was utilized to delineate the air quality classification of projects.

The lists include all regionally significant projects that involve changes to the capacity or performance of the highway or transit system in ways that potentially affect mobile source emissions. Certain types of projects, such as interchange improvements, may be deemed non-exempt but are not regionally significant. In such cases, these projects have been included in the regionally significant projects listing for tracking and informational purposes. In addition, the list may include the planning assumptions made with regard to Major Transportation Investment Analyses (MTIAs) and other corridor studies. County maps displaying these projects and a more detailed description of the projects can be found in the TIP and related amendments to *Connected 2045*.

Table A-1 includes projects that are classified as new to the travel demand model. This table is sorted by Air Quality classifications: Regionally Significant, Not Regionally Significant, and Exempt.

The projects listed in **Table A-2** were included in the FY 2015-2018 TIP and related amendments to *Connected 2045*. The status of the projects is unchanged. This table is sorted by Air Quality classifications: Regionally Significant, Not Regionally Significant, and Exempt.

As noted in the Overview, air quality analyses have been performed for each of the following analysis years: for eight-hour ozone in Missouri and Illinois, 2015, 2025, 2035 and 2045; and for the $PM_{2.5}$ non-attainment area, 2015, 2025, 2035 and 2045.

Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	IDOT/ 5992-17/ St. Clair	FY 2016 - 2019 TIP	Green Mount Road	IL 161 To IL 177 Widen Two To Four Lanes - Add Center Turn Lane	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Minor Arterial	2025	Yes	
Regionally Significant	Kirkwood/ 6627-16/ St. Louis	FY 2016 - 2019 TIP	Kirkwood Road	Manchester Road To Big Bend Boulevard Signal Optimization - Interconnect - Upgrade Signals	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	MoDOT/ 6633-16/ St. Louis	FY 2016 - 2019 TIP	MO 340 Corridor Improvement s	Chesterfield Parkway To S/O Eb I-64 On/Off Ramps Channelization - Intersection Improvements	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	St. Charles County/ 5537A-17/ St. Charles	FY 2016 - 2019 TIP	I-70 Outer Roads And Interchanges	Woodlawn Avenue To TR Hughes Boulevard Convert Outer Roads To One-Way - Revise Interchanges	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	St. Clair County/ 6575A-17/ St. Clair	FY 2016 - 2019 TIP	Frank Scott Parkway	E/O IL 159 To W/O Old Collinsville Rd Adding Two Through Lanes	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Minor Arterial	2025	Yes	

Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	St. Louis/ 6595-16/ St. Louis City	FY 2016 - 2019 TIP	Delmar, Debaliviere & Loop Trolley Infrastructure	Resurface Delmar/Debaliviere, Install Track To Maint. Facility, Lighting, Trolley Car Rehab, Signal Interconnect	Capital Improvement - Transit	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis/ 6631-16/ St. Louis City	FY 2016 - 2019 TIP	Traffic Management Enhancements, Phase 3	Install Traffic Monitoring Cameras, Downtown Signal Optimization, Fiberoptic Install, Traffic Op Center	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6636A-16/ St. Louis	FY 2016 - 2019 TIP	2017 North County ITS	Locations Along Ashby; Brown; Dorsett; Jennings Stn Rd Lilac ; North & South Rd; And Mckelvey Rd	Intelligent Transportation Systems (ITS)	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6636B-16/ St. Louis	FY 2016 - 2019 TIP	2017 South County ITS	Locations Along Ambs Rd; Butler Hill; Lemay Ferry Lindbergh Blvd; Union Rd, Forder Rd And Meramec Bottom Rd	Intelligent Transportation Systems (ITS)	Principal Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6636C-16/ St. Louis	FY 2016 - 2019 TIP	2017 Southwest County ITS	Various Locations Along Bowles Ave; Clayton Rd; Hawkins Rd And Old State Rd	Intelligent Transportation Systems (ITS)	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6636D-16/ St. Louis	FY 2016 - 2019 TIP	2017 West County ITS	Various Locations Along Carman Rd; Chesterfield Pky W; Conway Rd; Kehrs Mill Rd; Mcknight Rd And Weidman Rd	Intelligent Transportation Systems (ITS)	Urban Collector or Rural Major Collector	2025	Yes	

Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	Chesterfield/ 6625-16/ St. Louis	FY 2016 - 2019 TIP	Chesterfield City Fleet Conversion	Construct Cng Fueling Facility, Purchase 7 Cng 2.5 Ton Trucks, 6 Cng/Gas 1.5/1/0.5 Ton Trucks	Air Quality Related Improvement	N/A	2025	No	No Significant Impact on VMT - Vehicle Replacement
Not Regionally Significant	De Soto/ 6626-17/ Jefferson	FY 2016 - 2019 TIP	MO 21	Cajun Drive To MO H Two Way Turn Lane - Shared Use Path (8')	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	Hillsboro/ 6637-17/ Jefferson	FY 2016 - 2019 TIP	Business 21, Phase 3	Leon Hall Parkway To Main Street Two Way Turn Lane - Sidewalk (6')	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	IDOT/ 5490A-17/ St. Clair	FY 2016 - 2019 TIP	IL 13 / IL 158	At Freeburg Ave Intersection Reconstruction	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	IDOT/ 6641-16/ St. Clair	FY 2016 - 2019 TIP	ITS 2016-1	IL 15 (Mp 17.3) To Mousette (Mp 15.1) Install Fiberoptic Cable, 1 Cctv Camera, Dyn. Msg. Sign	Intelligent Transportation Systems (ITS)	Interstate	2025	Yes	
Not Regionally Significant	MoDOT/ 6063B-16/ Franklin	FY 2016 - 2019 TIP	MO 47	Demolition Of Building At Washington Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact to VMT - Off Roadway
Not Regionally Significant	MoDOT/ 6635-16/ Multi-County-M	FY 2016 - 2019 TIP	Motorist Assist Upgrades	Along Motorist Route - 208 Miles; Install Gps Interoperable Communication W Emergency Services	Traffic Operations	N/A	2025	No	No Significant Impact to VMT - Off Roadway

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	Wentzville/ 6632-16/ St. Charles	FY 2016 - 2019 TIP	Flashing Yellow Arrows	10 Signalized Intersections Along Wentzville Pkwy, W Meyer, And Luetkenhaus Blvd	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	Wentzville/ 6600-17/ St. Charles	FY 2016 - 2019 TIP	Wentzville Parkway Turnlane	Schroeder Creek Blvd To Meyer Road Two Way Turn Lane - Shared Use Path (10')	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.127	Arnold/ 6624-16/ Jefferson	FY 2016 - 2019 TIP	Tenbrook Road/ Fox Schools Exit	At Jeffco Blvd (US 61767) Left Turn Lanes - Sidewalk - Intersection Improvement	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	Columbia/ 6638-16/ Monroe	FY 2016 - 2019 TIP	Gall Road	At IL 3 Add Left Turn Lane	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.127	Festus/ 6583-16/ Jefferson	FY 2016 - 2019 TIP	MO A	At Pounds Rd Install Traffic Signal	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.127	O'Fallon/ 6639-16/ St. Clair	FY 2016 - 2019 TIP	Green Mount Road	At Central Park Drive Intersection Improvements - Dual Left And Right Turn Ln	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.127	O'Fallon/ 6628-16/ St. Charles	FY 2016 - 2019 TIP	MO Dd	At Sommers Road New Traffic Signal	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.127	O'Fallon/ 6629-17/ St. Charles	FY 2016 - 2019 TIP	MO N	At Hawk Ridge Trail Intersection Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	Sauget/ 6642-16/ St. Clair	FY 2016 - 2019 TIP	IL 3	At Queeny Ave Extended Right Turn Lane IL 3/Merge On Queeny	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.127	St. Louis/ 6630-16/ St. Louis City	FY 2016 - 2019 TIP	I-70	At Broadway (Northbound) Relocate Wb Off Ramp To Carrie	Traffic Operations	Interstate	2025	Yes	
Exempt - 93.127	Troy/ 6640-16/ Madison	FY 2016 - 2019 TIP	US 40	At Spring Valley Road Install Traffic Signal - Intersection Improvements	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	Alton/ 6610-19/ Madison	FY 2016 - 2019 TIP	Washington Avenue	College Avenue (IL 140) To 130 Ft North Of Salu St Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Ballwin/ 6577-16/ St. Louis	FY 2016 - 2019 TIP	Ramsey Lane Bridge	Over Fishpot Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Bellefontaine Neighbors/ 6578-16/ St. Louis	FY 2016 - 2019 TIP	Ashbrook Drive And Cabot Drive Roadway And Sidewal	Ashbrook Dr - Chambers Road To Cabot Drive Cabot Dr - Ashbrook Drive To Coburg Lands	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Belleville/ 6611-19/ St. Clair	FY 2016 - 2019 TIP	West Main Street	17Th Street To 28Th Street Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Clayton/ 6579-18/ St. Louis	FY 2016 - 2019 TIP	Brentwood Boulevard	Clayton Road To Forsyth Blvd Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	Collinsville / 6617-19/ Madison	FY 2016 - 2019 TIP	Sugarloaf Road,Phase 1	1,150' East Of IL 157 To 1,750 East Of IL 157 Reconstruction - Sidewalk (5')	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Crystal City/ 6580-17/ Jefferson	FY 2016 - 2019 TIP	Park Street And Virginia Avenue	Park Street - Parkview Dr To 14Th St; Virginia Ave - Park Dr To 11Th St - Sidewalk (6') - Lighting	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	East Alton/ 6620-19/ Madison	FY 2016 - 2019 TIP	Franklin Avenue	IL 140/111 To California Avenue Patching - Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Fenton/ 6581-17/ St. Louis	FY 2016 - 2019 TIP	Old Gravois Road, Phase 2	Ferry St To MO 141 Reconstruct - Sidewalk (5') - ADA Improvements	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Ferguson/ 6582-16/ St. Louis	FY 2016 - 2019 TIP	Brotherton-January-Powell Street Improvements	Broth: Thomas To Hern; January: N Floris To City Lim Limits; Powell Dr - Elizabeth To North Florissant	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Florissant/ 6584-16/ St. Louis	FY 2016 - 2019 TIP	North Lafayette Street Reconstruction, Phase 2	Rue St. Louis Street To Washington Street Resurfacing - Base Repairs - Add Sidewalks (5')	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Franklin County/ 6602-16/ Franklin	FY 2016 - 2019 TIP	Fiddle Creek Road Bridge	Over Fiddle Creek Replace Bridge (# 0800022)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Godfrey/ 6621-19/ Madison	FY 2016 - 2019 TIP	Clifton Terrace Road	300' North Of Mcadams Parkway (IL 100) To 335' South Of IL 3 Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Granite City/ 6612-19/ Madison	FY 2016 - 2019 TIP	Fehling Road North	IL 203 To Continue To West 980' Reconstruction - ADA Improvements	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Grantwood Village/ 6603-16/ St. Louis	FY 2016 - 2019 TIP	Grant Road	Gravois Road To Pardee Road Resurfacing - Lighting	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Green Park/ 6585-16/ St. Louis	FY 2016 - 2019 TIP	Green Park Road	Lin Valle Drive To East Of Green Park Industrial Dr Reconstruction - Shared Use Path (8')	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Herculaneum/ 6586-17/ Jefferson	FY 2016 - 2019 TIP	Hill Street	Wall Street To Joachim Avenue Sidewalks (6') - Lighting	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	IDOT/ 4372-06/ Regional-I	FY 2016 - 2019 TIP	Construction Chg Order Reserve	Districtwide - Various Locations *	Roadway Reconstruction (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt - 93.126	IDOT/ 6650-19/ Regional-I	FY 2016 - 2019 TIP	Districtwide ADA Ramps	Various Locations	Pedestrian Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	IDOT/ 5329A-16/ Regional-I	FY 2016 - 2019 TIP	Districtwide Archeology	Various Locations *	Environmental Mitigation	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt - 93.126	IDOT/ 4384A-16/ St. Clair	FY 2016 - 2019 TIP	I-55/ I-64/US 40/ IL 3	Poplar Street Bridge Complex And Assoc. Rdways Preliminary Engineering	Traffic Operations	Interstate	2025	Yes	
Exempt - 93.126	IDOT/ 6648A-16/ St. Clair	FY 2016 - 2019 TIP	I-64	W/O IL 159 To W/O Greenmount Rd Microsurfacing	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	IDOT/ 6648B-16/ St. Clair	FY 2016 - 2019 TIP	I-64 / US 50	W/O IL 157 To IL 159 Resurfacing	Roadway Resurfacing	Interstate	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	IDOT/ 4384-08/ St. Clair	FY 2016 - 2019 TIP	I-70 Collector-Distributor	Poplar St Bridge Complex - Concrete Overlays Wb(.01 Mi E/O Poplar Street Bridge)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	IDOT/ 6649-19/ St. Clair	FY 2016 - 2019 TIP	IL 15	Over Richland Creek - 1 Mi E Of IL 159 Replace Bridge Deck	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	IDOT/ 6644-16/ St. Clair	FY 2016 - 2019 TIP	IL 156	IL 159 To IL 13 Resurfacing (3P)	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	IDOT/ 6647-19/ Madison	FY 2016 - 2019 TIP	IL 157	Over Trib Of Silver Creek S Of Hamel Replace Bridge; Land Acq.; Utilities	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	IDOT/ 6646-16/ Madison	FY 2016 - 2019 TIP	IL 3	0.1 Mi S/O IL 143 To 0.2 Mi N/O New Poag Rd Microsurfacing - Patching	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	IDOT/ 6643-16/ Monroe	FY 2016 - 2019 TIP	IL 3	Vanderbrook Dr To Randolph Co. Line Resurfacing (3P)	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	IDOT/ 4942-11/ Madison	FY 2016 - 2019 TIP	IL 4	Silver Creek 0.7 Mi N Of US 40 Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	IDOT/ 5672-16/ Multi-State	FY 2016 - 2019 TIP	Martin Luther King Jr. Bridge (Ill Ave. / Fap799)	Mlk Bridge In East St. Louis Bridge Deck Sealing	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	IDOT/ 6645-17/ Madison	FY 2016 - 2019 TIP	N Siu Entrance Road	Over Cahokia Creek - 0.5 Mi S Of IL 143 Replace Bridge Deck; Superstructure	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	Jefferson County/ 6604B-18/ Jefferson	FY 2016 - 2019 TIP	Antire Road	At Williams Creek Rd Intersection Improvents	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Jefferson County/ 6604C-17/ Jefferson	FY 2016 - 2019 TIP	Old State Route 21	At Lions Den Road Intersection Improvements - Left Turn Lane	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.126	Jefferson County/ 6604A-17/ Jefferson	FY 2016 - 2019 TIP	Old State Rt. 21	At East/West Four Ridge Road Intersection Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.126	Jefferson County/ 6604D-17/ Jefferson	FY 2016 - 2019 TIP	Romaine Creek Road	Schneider Drive To West Rock Creek Road Overlay	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Lake Saint Louis/ 6587-17/ St. Charles	FY 2016 - 2019 TIP	Lake Saint Louis Blvd, Phase 1	500 Feet West Of Chase Court To Pleasant Meadow Drive Reconstruction - Sidewalk Improvements (5')	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	Lebanon/ 6613-19/ St. Clair	FY 2016 - 2019 TIP	Mcallister Street	IL 4 (Madison Street) To Herman Street Reconstruction - Sidewalk (5')	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Madison County/ 6574A-16/ Madison	FY 2016 - 2019 TIP	Seminary Rd	Over Tributary Of Honeycut Branch Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	Manchester/ 6608-16/ St. Louis	FY 2016 - 2019 TIP	Spring Meadows Drive Bridge	Over Grand Glaize Creek Replace Bridge - Sidewalk	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Maryland Heights/ 6588-17/ St. Louis	FY 2016 - 2019 TIP	Creve Coeur Mill Road	MO 141 To Prichard Farm Road Overlay	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Mascouta h/ 6614-19/ St. Clair	FY 2016 - 2019 TIP	Berm Multi-Use Path	10Th Street Extension To County Road Shared Use Path (10')	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Metro/ 6571-16/ Multi-State	FY 2016 - 2019 TIP	Bus And RaIL Facility Improvements	Facility Upgrades And Equipment	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 6623A-16/ Multi-County-M	FY 2016 - 2019 TIP	Bus Replacement - 2016 (A)	Replace 11 Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6623B-16/ Multi-County-M	FY 2016 - 2019 TIP	Bus Replacement - 2016 (B)	Replace 11 Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6576-17/ Multi-County-M	FY 2016 - 2019 TIP	Call-A-Ride Van Replacement	Replace Six Call-A-Ride Vans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5928-14/ St. Clair	FY 2016 - 2019 TIP	Facility Rehab And Equipment	Maintenance Facility Upgrades & Equipment	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5927A-16/ Multi-State	FY 2016 - 2019 TIP	Metrolink Row Improvements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5927-14/ Multi-State	FY 2016 - 2019 TIP	Metrolink Row Improvements	Auxiliary Transformers & Event Recorders	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5929A-16/ Multi-State	FY 2016 - 2019 TIP	Metrolink Station Improvements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 5929-14/ Multi-State	FY 2016 - 2019 TIP	Metrolink Station Improvements	Station Platform Tactile Warning Strip Replacement - Illinois	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6533R-16/ Multi-State	FY 2016 - 2019 TIP	Project Administration - 5310 Enhanced Mobility	Project Administration For 5310 Projects	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6572-16/ Multi-State	FY 2016 - 2019 TIP	Rail Facility Rehab And Equipment	Maintenance Facility Upgrades & Equipment	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5925C-14/ Multi-State	FY 2016 - 2019 TIP	Revenue Vehicles	Bus Replacement Program	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6573-16/ Multi-State	FY 2016 - 2019 TIP	Safety And Security Upgrades	Critical Hardening Program	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	MoDOT/ 5969E-16/ St. Louis	FY 2016 - 2019 TIP	I 270	I-44 To I-55 Pavement Improvements	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5969A-16/ Multi-County-M	FY 2016 - 2019 TIP	I 70	MO 94 To East Of I-270 Pavement Improvements	Roadway Resurfacing	Interstate	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 5969F-16/ St. Louis	FY 2016 - 2019 TIP	I-44	MO 141 To MO 109 Pavement Improvments	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5305J-11/ St. Louis City	FY 2016 - 2019 TIP	I-55	At 3rd Street Viaduct Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5969B-16/ Jefferson	FY 2016 - 2019 TIP	I-55	MO Z To Ste. Genevieve County Line Pavement Improvements	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5969C-16/ St. Louis City	FY 2016 - 2019 TIP	I-64	East Of Sarah Street To 21St Street Pavement Improvements	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 6569-16/ St. Louis	FY 2016 - 2019 TIP	I-70	MO 141 Replace Damanged Overhead Sign Truss	Traffic Operations	Interstate	2025	No	No Significant Impact to VMT - Off Roadway
Exempt - 93.126	MoDOT/ 6533S-16/ Multi-County-M	FY 2016 - 2019 TIP	Project Administration - 5310 Enhanced Mobility	Project Administration For 5310 Projects	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	MoDOT/ 5969D-16/ St. Louis City	FY 2016 - 2019 TIP	Rv I-70	Reversible Lanes From East Of Union To Broadway Pavement Improvements	Roadway Resurfacing	Interstate	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 5975A-16/ Jefferson	FY 2016 - 2019 TIP	US 61	MO M To South Of Church Road Pavement Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 6568C-16/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Locations In Franklin & Jefferson Cos. Job Order Contracting For Guardrail Repair	Traffic Operations	N/A	2025	No	No Significant Impact to VMT - Off Roadway
Exempt - 93.126	MoDOT/ 6568B-16/ St. Charles	FY 2016 - 2019 TIP	Various	Various Locations In St.Charles County Job Order Contract For Guardrail Repair	Traffic Operations	N/A	2025	No	No Significant Impact to VMT - Off Roadway
Exempt - 93.126	MoDOT/ 6568D-17/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Locations In The St.Louis District On-Call Work Zone Enforcement	Traffic Operations	N/A	2025	No	No Significant Impact to VMT - Off Roadway
Exempt - 93.126	MoDOT/ 6568F-16/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Primary Route Locations In St.Louis District Job Order Contracting For Concrete Pavement Repair	Roadway Resurfacing	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/ 6568A-16/ Multi-County-M	FY 2016 - 2019 TIP	Various Locations	Various Interstate Locations In Franklin & Jefferson Cos. Job Order Contracting For Asphalt Pavement Repair	Roadway Resurfacing	Interstate	2025	No	No Significant Impact On VMT - Maintenance At Various Locations

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 6568E-16/ Multi-County-M	FY 2016 - 2019 TIP	Various Locations	Various Interstate Locations In St.Chalres And St.Louis Cos & St.Louis City Job Order Contracting For Asphalt Pavement Repair	Roadway Resurfacing	Interstate	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT - Citizens For Modern Transit/ 6634-16/ Multi-County-M	FY 2016 - 2019 TIP	Driving Change Through Transit Ridership Progarm	Stl City & Stl County - Two Year Outreach Prog. Launch Zimride - Expand Try & Ride - Education/Outreach	Education/Marketing	N/A	2025	No	No Significant Impact On VMT - Education/ Marketing Program
Exempt - 93.126	Monroe County/ 6575C-18/ Monroe	FY 2016 - 2019 TIP	Kaskaskia Rd; Ch 1	At IL 3/Old Red Bud Rd Intersection Relocation	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Monroe County/ 6574B-17/ Monroe	FY 2016 - 2019 TIP	Levee Rd	Over Carr Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	New Haven/ 6589-17/ Franklin	FY 2016 - 2019 TIP	Highway 100 West Sidewalk Extension	Douglas Street To Immanuel Avenue Sidewalk (6')	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	O'Fallon/ 6590-16/ St. Charles	FY 2016 - 2019 TIP	Bryan Road	Sunview Drive To Norwood Hills Concrete Slab Replacement - ADA Improvements	Roadway Reconstruction (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	O'Fallon/ 6591-16/ St. Charles	FY 2016 - 2019 TIP	Mexico Road	MO K To Barrington Drive Resurfacing - Sidewalk (5') On N Side	Roadway Resurfacing	Principal Arterial	2025	Yes	

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New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	O'Fallon/ 6615-19/ St. Clair	FY 2016 - 2019 TIP	Simmons Road, Phase 2	Lakeview Ln To Milburn School/Fairwood Hills Rd Reconstruction - Sidewalk (5')	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Pacific/ 6592-17/ Franklin	FY 2016 - 2019 TIP	Hwy N - Phase 2 - Sidewalk Project	Indian Trail Road To Myers Farm Lane Sidewalk (5')	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Shiloh/ 6622-19/ St. Clair	FY 2016 - 2019 TIP	Shiloh Station Road, Phase 5	373' North Of Johnson Road To 1270' North Of Johnson Road Reconstruction - Shared Use Path (8') - Sidewalk (5')	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Ann/ 6593-17/ St. Louis	FY 2016 - 2019 TIP	Ashby Rd. Mill & Overlay	International Plaza To Baltimore Ave Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Charles County/ 6606-18/ St. Charles	FY 2016 - 2019 TIP	MO N	At Hopewell Rd Realign Intersection	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Charles County/ 6605-18/ St. Charles	FY 2016 - 2019 TIP	South River Road Reconstruction	South Main Street To Friedens Road/Arena Parkway Reconstruction - Sidewalk (5') - ADA Improvements	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	

Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Clair/ 6594-17/ Franklin	FY 2016 - 2019 TIP	Bardot Street	MO 30 To St. Clair High School Entrance Resurfacing - Add Sidewalk (8')	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Clair County/ 6575B-18/ St. Clair	FY 2016 - 2019 TIP	Jefferson St/Floraville Rd	IL 158 To Douglas Rd Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Clair County/ 6619A-19/ St. Clair	FY 2016 - 2019 TIP	Scott-Troy Road (Phase I)	337 Feet South Of Keck Ridge Drive, To Madison County Line Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Clair County/ 6619B-19/ St. Clair	FY 2016 - 2019 TIP	Scott-Troy Road (Phase Ii)	US 50 To 1,145 Feet South Of Keck Ridge Road Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607K-18/ St. Louis	FY 2016 - 2019 TIP	Allen Road Bridge	Over Union Pacific Railroad Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607F-17/ St. Louis	FY 2016 - 2019 TIP	Big Bend Boulevard (North End) - 2018	I-64 To Delmar Boulevard Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607E-17/ St. Louis	FY 2016 - 2019 TIP	Big Bend Boulevard (North) - 2018	Manchester Road (MO 100) To 100 Feet North Of Dale Avenue Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	

Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis County/ 6607H-16/ St. Louis	FY 2016 - 2019 TIP	Chesterfield Parkway West (North)	I-64 To Olive Boulevard (MO 340) Resurfacing - ADA Improvements - Dual Left At Swingley	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607I-16/ St. Louis	FY 2016 - 2019 TIP	Clayton Road (East)	City Limit Of St. Louis To Hanley Road Resurfacing - ADA Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607D-18/ St. Louis	FY 2016 - 2019 TIP	Jennings Station Road (North)	260 Feet Southwest Of Hord Avenue To Halls Ferry Road Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607J-17/ St. Louis	FY 2016 - 2019 TIP	Laclede Station Road	400 Feet North Of Weil Avenue To Newport Avenue Resurfacing - ADA Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607L-17/ St. Louis	FY 2016 - 2019 TIP	Lewis Road Bridge	Over Union Pacific Railroad Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607C-18/ St. Louis	FY 2016 - 2019 TIP	Mehl Avenue/Patterson Road - 2019	Lemay Ferry Road (US 61-67) To Yaeger Road Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607G-17/ St. Louis	FY 2016 - 2019 TIP	North Hanley Road - 2019	St. Charles Rock Rd (MO 180) To Natural Bridge Rd (MO 115) Resurfacing - ADA Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	

Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis County/ 6607B-17/ St. Louis	FY 2016 - 2019 TIP	St. Charles Rock Road (West) - 2019	Taussig Road To Earth City Expressway (MO 141) Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6607A-18/ St. Louis	FY 2016 - 2019 TIP	West Adams Avenue/Ballas Road - 2019	Geyer Road To Dougherty Ferry Road. Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Peters/ 6596-17/ St. Charles	FY 2016 - 2019 TIP	Mc Clay Road Resurfacing, Phase 1	Shepherd Hills Drive To Jungermann Road Resurfacing - Traffic Signal Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Sunset Hills/ 6609-17/ St. Louis	FY 2016 - 2019 TIP	Lindbergh Pedestrian Improvements, Ph 1	E Watson Rd/Rott Rd To Eddie And Park Road/W Watson Rd Sidewalk (6')	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Troy/ 6616-19/ Madison	FY 2016 - 2019 TIP	West Clay Street - Phase 1	IL 162 To North Main Street Reconstruction - Sidewalk (5') - Shared Use Path (10')	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Union/ 6597-17/ Franklin	FY 2016 - 2019 TIP	Christina Street Bridge	Over Flat Creek Replace Bridge - Realign Road	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Washington/ 6598-17/ Franklin	FY 2016 - 2019 TIP	High Street	MO 100 To Fifth Street Resurfacing - Sidewalk (5') 9Th To MO 100	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Waterloo/ 6618-19/ Monroe	FY 2016 - 2019 TIP	Moore Street, Phase 5	100 Ft South Of Columbia Ave To 450 Ft North Of Columbia Ave - Reconstruction - Shared Use Path (8')	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Wentzville/ 6599-17/ St. Charles	FY 2016 - 2019 TIP	South Linn Avenue	Main Street To West 4Th Street Reconstruction - Sidewalk Upgrade (4.5')	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Wildwood/ 6601-17/ St. Louis	FY 2016 - 2019 TIP	Manchester Road Streetscape Phase 3	Eatherton Road To Taylor Road Sidewalks (8') - Bike Ln (5') - Storm Sewers	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	Bethalto/ 6097-20/ Madison	Non-Federally Funded Project	Thelma/Corbin Street	Old Bethalto Road To IL 140 New Two Lane Road	New Road/ Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2025	Yes	
Regionally Significant	Dupo/ 4593-08/ St. Clair	FY 2016 - 2019 TIP	Davis St. Ferry Road	At I-255 - New Interchange SAFETEA-LU Earmark - Sec. 1702 # 26	New Road/ Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2025	Yes	
Regionally Significant	Highland/ 7053-13/ Madison	Non-Federally Funded Project	Iberg Road Extension	Michael Road To US 40 New Road - Bridge - Multiuse Path	New Road/ Bridge (Adding SOV Capacity)	N/A	2025	Yes	
Regionally Significant	IDOT/ 6061-45/ Madison	Long Range Plan - Connected 2045	Alton-Godfrey Expressway	US 67 To IL 255 Construct New Road	New Road/ Bridge (Adding SOV Capacity)	N/A	2045	Yes	
Regionally Significant	IDOT/ 6068-35/ Madison	Long Range Plan - Connected 2045	I-270	IL 111 To Mississippi River Improve Interstate And Interchanges	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2035	Yes	
Regionally Significant	IDOT/ 6068A-45/ Madison	Long Range Plan - Connected 2045	I-270	IL 111 To Mississippi River Improve Interstate And Interchanges	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2045	Yes	
Regionally Significant	IDOT/ 6102-25/ Multi-State	Long Range Plan - Connected 2045	I-270	Over Mississippi River Replace Bridge	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	IDOT/ 5939-14/ Multi-State	FY 2016 - 2019 TIP	I-55/64/70/Us-40	Eastbound Bridge Add Lane To IL 3 Reimbursement To Modot	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2025	Yes	
Regionally Significant	IDOT/ 4932-08/ St. Clair	FY 2016 - 2019 TIP	I-70 - New Mississippi River Bridge	I-64/70 -Tri-Level-Mrb 2014-2016 Funding For Archeology	New Road/ Bridge (Adding SOV Capacity)	Interstate	2025	Yes	
Regionally Significant	IDOT/ 6062-25/ Multi-County-I	Long Range Plan - Connected 2045	IL 3	Cahokia To Venice Relocate, Construct Four-Lane Roadway	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Principal Arterial	2025	Yes	
Regionally Significant	IDOT/ 6062A-35/ Multi-County-I	Long Range Plan - Connected 2045	IL 3	Cahokia To Venice Relocate, Construct Four-Lane Roadway	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Principal Arterial	2035	Yes	
Regionally Significant	Jerseyville / 5024-09/ Jersey	FY 2016 - 2019 TIP	IL 109 / W. County Rd	New Traffic Signal; Interconnect To US 67	Traffic Operations	Minor Arterial	2025	No	Project is located in Jersey County
Regionally Significant	Loop Trolley Tdd/ 2946B-11/ Multi-County-M	FY 2016 - 2019 TIP	Loop Trolley	Delmar-Trinity To Debaliviere Then S To MO Hist. Museum Construct Electric Streetcar Line - Tot Cost $44 Mil	Capital Improvement - Transit	N/A	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	Manchester/ 6096-14/ St. Louis City	Non-Federally Funded Project	Big Bend Road	Dougherty Ferry Rd To Barrett Station Rd Widen To Four Lanes	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Principal Arterial	2025	Yes	
Regionally Significant	Metro/ 6529-15/ St. Louis City	FY 2016 - 2019 TIP	Central Corridor Transit Enhancement	Construct New Metrolink Station At Boyle; Expand Cwe Metrolink Stn; Bike Trail In Cortex	Capital Improvement - Transit	N/A	2025	Yes	
Regionally Significant	MoDOT/ 6050D-35/ St. Louis	Long Range Plan - Connected 2045	I-270	At MO 367 Improve Interchange	Traffic Operations	Interstate	2035	Yes	
Regionally Significant	MoDOT/ 6050F-45/ St. Louis	Long Range Plan - Connected 2045	I-270	Dorsett To MO 370 Improve Interchange	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2045	Yes	
Regionally Significant	MoDOT/ 6050A-30/ St. Louis	Long Range Plan - Connected 2045	I-270	Hanley/Graham To Old Halls Ferry Road Improve Interstate, Interchanges, & Outer Rds	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2025	Yes	
Regionally Significant	MoDOT/ 6050-25/ St. Louis	Long Range Plan - Connected 2045	I-270	I-170 To US 67 (Lindbergh) Improve Interstate And Interchange	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	MoDOT/ 6050G-45/ St. Louis	Long Range Plan - Connected 2045	I-270	I-44 To MO 30 Improve Corridor; Add Capacity	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2045	Yes	
Regionally Significant	MoDOT/ 6050C-35/ St. Louis	Long Range Plan - Connected 2045	I-270	Mcdonnell To MO 370 Improve Interstate And Interchanges	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2035	Yes	
Regionally Significant	MoDOT/ 6050E-35/ Multi-County-M	Long Range Plan - Connected 2045	I-270	MO H To Lilac - Rehab Pavement/Bridges ; Add Capacity Modify Interchanges And Outer Roads	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2035	Yes	
Regionally Significant	MoDOT/ 6050B-35/ St. Louis	Long Range Plan - Connected 2045	I-270	Old Halls Ferry To Hanley/Graham Improve Interstate;Interchanges; Outer Roads	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2035	Yes	
Regionally Significant	MoDOT/ 6053-25/ St. Louis	Long Range Plan - Connected 2045	I-44	Geyer To MO 141 Replace Bridges	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2025	Yes	
Regionally Significant	MoDOT/ 6053A-35/ St. Louis	Long Range Plan - Connected 2045	I-44	Geyer To MO 141 Replace Bridges	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2035	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	MoDOT/ 6079-45/ Multi-County-M	Long Range Plan - Connected 2045	I-44	Murdoch To Shrewsbury Improve Interchange	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2045	Yes	
Regionally Significant	MoDOT/ 6073-45/ St. Louis City	Long Range Plan - Connected 2045	I-55	Carondelet To Germania Construct New Bridges Over River Des Peres	New Road/ Bridge (Adding SOV Capacity)	Interstate	2045	Yes	
Regionally Significant	MoDOT/ 5699-13/ Jefferson	FY 2016 - 2019 TIP	I-55	MO Z On Ramp To 0.8 Miles North Add Through Lane	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2025	Yes	
Regionally Significant	MoDOT/ 6054-45/ Jefferson	Long Range Plan - Connected 2045	I-55	MO Z To US 67 Rehab Pavement/Bridges ; Impr Interchanges; Add Lanes	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2045	Yes	
Regionally Significant	MoDOT/ 6055-35/ St. Louis City	Long Range Plan - Connected 2045	I-64	16Th To Jefferson (22Nd(Revise Interchange - Upgrade 22Nd To Parkway	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2035	Yes	
Regionally Significant	MoDOT/ 5479D-15/ Multi-State	FY 2016 - 2019 TIP	I-64	Inc $1,869,000 Idot Funds For Construction Illinois Approach To The Poplar Street Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Regionally Significant	MoDOT/ 6107-35/ St. Charles	Long Range Plan - Connected 2045	I-64	MO K To I-70 Add Capacity	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2035	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	MoDOT/ 5479C-13/ Multi-State	FY 2016 - 2019 TIP	I-64	Poplar Street Bridge- Inc $ 8,000,000 From Idot Bridge, Capacity & Ramp Imprvmnts From 4Th Street In Illinois To The Eastbo	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2025	Yes	
Regionally Significant	MoDOT/ 6088A-35/ St. Louis City	Long Range Plan - Connected 2045	I-64	Sixth St Ramp Construct Split Final	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2035	Yes	
Regionally Significant	MoDOT/ 6052-25/ St. Charles	Long Range Plan - Connected 2045	I-70	MO 94 To MO 370 Rehab Pavement; Improve Interchanges; Add Lanes	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2025	Yes	
Regionally Significant	MoDOT/ 6052A-35/ St. Charles	Long Range Plan - Connected 2045	I-70	MO 94 To MO 370 Rehab Pavement; Improve Interchanges; Add Lanes	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Interstate	2035	Yes	
Regionally Significant	MoDOT/ 3479Z-11/ Multi-State	FY 2016 - 2019 TIP	I-70 - New Mississippi River Bridge	Garvee Payback For The Mississippi River Bridge Total Payback - $8.4 Million/Year Fy 11-25	New Road/ Bridge (Adding SOV Capacity)	Interstate	2025	Yes	
Regionally Significant	MoDOT/ 6006Z-16/ St. Charles	FY 2016 - 2019 TIP	MO 364	Payback To City Of O'Fallon Right Of Way On Page Avenue - Phase 2	New Road/ Bridge (Adding SOV Capacity)	Expressway	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	MoDOT/ 6059-35/ St. Louis City	Long Range Plan - Connected 2045	MO H (Riverview)	I-270 To Hall Street Upgrade To Parkway	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Principal Arterial	2035	Yes	
Regionally Significant	MoDOT/ 6395-14/ St. Charles	Carryover Project	MO K And I-70 Interchange Signal Optimization	MO K I-64 To I-70; I-70 Interchanges: Fifth To MO W	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	MoDOT/ 6434-14/ St. Charles	FY 2016 - 2019 TIP	US 61	MO A To Peine Rd - Costshare W St Charles Co Median Crossovers And Interchange At MO P/Peine	New Road/ Bridge (Adding SOV Capacity)	Expressway	2025	Yes	
Regionally Significant	O'Fallon/ 6524-18/ St. Clair	FY 2016 - 2019 TIP	Ashland Avenue Extension Phase 1	Hartman Lane To Central Park Drive New Road	New Road/ Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2025	Yes	
Regionally Significant	O'Fallon/ 5886-13/ St. Charles	FY 2016 - 2019 TIP	East / West Terra Overpass - Sidewalk	At MO M (Main St) On Overpass - Bike Ped Improvements	Pedestrian Facilities - Construction	Principal Arterial	2025	Yes	
Regionally Significant	O'Fallon/ 6099-20/ St. Charles	Non-Federally Funded Project	Old Missouri 79 Extension	T.R. Hughes Blvd To Peruque Creek Rd. New Two Lane Road	New Road/ Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2025	Yes	
Regionally Significant	St. Charles County/ 7055-13/ St. Charles	Non-Federally Funded Project	Deer Creek/Elaine Connection	MO P To Elaine Drive Extension Of 2 Lane Road	New Road/ Bridge (Adding SOV Capacity)	N/A	2025	Yes	
Regionally Significant	St. Charles County/ 7060-22/ St. Charles	Non-Federally Funded Project	Duello Road, Phase 2	Peruque Creek To South 0.89 Miles Build Road East Of Duello Elem School	New Road/ Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	St. Charles County/ 6473-15/ St. Charles	FY 2016 - 2019 TIP	Gateway Green Light, Phase 3	Various Roads In St. Charles County Fiberoptic Cable, Cctv, Dms Installation, Vehicle Detection	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	St. Charles County/ 6474-16/ St. Charles	FY 2016 - 2019 TIP	I-70	At Fifth Street& Fairgrounds Rd - Diverg Diamond Int At Fifth Street - Access Improvements To Fairgrounds	Traffic Operations	Interstate	2025	Yes	
Regionally Significant	St. Charles County/ 7025A-13/ St. Charles	Non-Federally Funded Project	Interstate Drive, Phase 4	Hepperman Road To 0.6 Mi West Build New 2 Lane Road	New Road/ Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2025	Yes	
Regionally Significant	St. Clair County/ 3502-05/ St. Clair	FY 2016 - 2019 TIP	Frank Scott Pwy (Fau 9256)	Cross St In Shiloh To IL 158 SAFETEA-LU Earmark Sec. 1702 # 2110	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis/ 6476-15/ St. Louis City	FY 2016 - 2019 TIP	Downtown Traffic Signal Improvement s	Broadway & 7Th St: Chestnut St. To Market St Chestnut St & Market St 7Th St. To Broadway	Traffic Operations	Principal Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	St. Louis/ 6338-15/ St. Louis City	FY 2016 - 2019 TIP	North Broadway	Thrush Avenue To Walter Avenue Lane Diet (4 To 2 Lns) - Replace Sidewalks - Traffic Signals	Pedestrian Facilities - Constructio n	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6477B-15/ St. Louis	FY 2016 - 2019 TIP	Airport - Westport And Vicinity ITS	Various Locations Along Elizabeth Ave, Paul Ave, Bermuda Dr, J.S. Mcdonnell Blvd, Mckelvey Rd	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 7058-13/ St. Louis	Non-Federally Funded Project	Baumgartner Road	Fireleaf To Blackforest Realign Intersection	Traffic Operations	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 5802-13/ St. Louis	Carryove r Project	Chambers Road Infrastructure	Bellefontaine Road To West Florissant Rd Resurfacing - ADA Improvements - Signal Interconnect	Roadway Resurfacing	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6477A-15/ St. Louis	FY 2016 - 2019 TIP	Chesterfield Valley ITS	Various Locations Along Chesterfield Pkwy, Wild Horse Creek Rd, Chesterfield Airport Rd	Traffic Operations	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 4569A-07/ St. Louis	FY 2016 - 2019 TIP	Hanley Road	At MO 100 (Manchester Rd) SAFETEA-LU Earmark - Sec. 1702 # 1128 - MO 102	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Principal Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	St. Louis County/ 5865-13/ St. Louis	Carryover Project	ITS West And South	Locations Along Baxter/Sulphur Spring, Sappington Craig/Westport Plaza/Marine, & Chesterfield Airport Rd	Traffic Operations	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 5811-13/ St. Louis	Carryover Project	Murdoch Avenue & Murdoch Cut-Off	Laclede Station Rd To Lansdowne Resurfacing - ADA Improvements - Signal Interconnect	Roadway Resurfacing	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6400-16/ St. Louis	FY 2016 - 2019 TIP	North Central County ITS - 2016	Various Locations Along Woodson, Mcknight, Delmar, Baur, And Schuetz - Install Fiberoptic	Intelligent Transportation Systems (ITS)	Principal Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6477C-15/ St. Louis	FY 2016 - 2019 TIP	Northeast County ITS	Various Locations Along New Halls Ferry Rd, Parker Rd Redman Ave, Shepley Dr	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6477D-15/ St. Louis	FY 2016 - 2019 TIP	Sappington Corridor ITS	Various Locations Along Sappington Rd, Kennerly Rd Old Tesson Rd, Mattis Rd	Traffic Operations	Minor Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6402-15/ St. Louis	Carryover Project	South Central ITS - 2015	Various Locations Along Hanley Rd, Laclede Station Rd, Tesson Ferry Rd, Wilhusen, & Murdoch - Install Fiberoptic	Intelligent Transportation Systems (ITS)	Principal Arterial	2025	Yes	
Regionally Significant	St. Louis County/ 6401-15/ St. Louis	Carryover Project	South County ITS - 2015	Various Locations Along Mackenzie Rd, Union Rd Weber Rd, And Bayless Ave - Install Fiberoptic	Intelligent Transportation Systems (ITS)	Principal Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	St. Louis County/ 5814-15/ St. Louis	FY 2016 - 2019 TIP	Telegraph Road	Lemay Ferry Rd To Kingston Dr Resurfacing - Signal Interconnect	Roadway Resurfacing	Minor Arterial	2025	Yes	
Regionally Significant	St. Peters/ 7061-22/ St. Charles	Non-Federally Funded Project	Ehlmann Road, Ph 2	Executive Centre Pkwy To Algana Dr New Road	New Road/ Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2025	Yes	
Regionally Significant	St. Peters/ 6101-40/ St. Charles	Non-Federally Funded Project	Queensbrooke Drive	Harvester Road To MO 364 North Outer Road New Two Lane Road	New Road/ Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2040	Yes	
Regionally Significant	Weldon Spring/ 5826-13/ St. Charles	Carryover Project	Weldon Spring Parkway, Phase 2	Independence Road To 0.15 Miles Southwest - New Rd Revise Intersection At MO 94 And Independence Rd	New Road/ Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2025	Yes	
Regionally Significant	Wentzville/ 6100-25/ St. Charles	Long Range Plan - Connected 2045	David Hoekel Parkway, Phase 2	Proposed Interstate Dr To Meyer Rd New Four Lane Road/Interchange At I-70	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2025	Yes	
Regionally Significant	Wentzville/ 6100A-35/ St. Charles	Long Range Plan - Connected 2045	David Hoekel Parkway, Phase 3	N. Point Prairie To Peine Rd New Four Lane Road	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2035	Yes	
Regionally Significant	Wentzville/ 6100B-35/ St. Charles	Long Range Plan - Connected 2045	David Hoekel Parkway, Phase 4	Meyer Rd To N. Point Prairie Rd New Four Lane Road	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2035	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	Wentzville/ 6100C-45/ St. Charles	Long Range Plan - Connected 2045	David Hoekel Parkway, Phase 5	Jackson Rd To Proposed Interstate Dr New Four Lane Road	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2045	Yes	
Regionally Significant	Wentzville/ 6094-14/ St. Charles	Non-Federally Funded Project	Mexico Road	MO P To High Country Road New Two Lane Roadway	Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)	Urban Collector or Rural Major Collector	2025	Yes	
Not Regionally Significant	Belleville/ 5490-11/ St. Clair	FY 2016 - 2019 TIP	South Belt East	At Freeburg Ave (IL 13) Construct Roundabout	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	Cottleville/ 6307-15/ St. Charles	Carryover Project	MO N	Eagle Hill Ln To Weiss Road Raise Roadway Out Of Flood Plain - Two Way Turn Ln	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	Edwardsville/ 6506-15/ Madison	FY 2016 - 2019 TIP	Governors Parkway Signal Optimization	IL 157 To IL 143	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	Jefferson County Port Authority/ 6468-15/ Multi-County-M	FY 2016 - 2019 TIP	Marine Vessel Engine Repower	Repower 10 Marine Vessels Serving Mississippi And Missouri Rivers In Non-Attainment Area	Air Quality Related Improvement	N/A	2025	No	No Significant Impact to VMT - Off Roadway
Not Regionally Significant	Ladue/ 6095-14/ St. Louis	Non-Federally Funded Project	Clayton Road	Conway Road To Cabin Club Dr Add Bi Directional Turn Lane	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	Madison County Transit District/ 4693A-14/ Madison	FY 2016 - 2019 TIP	IL 3 Transit Corridor Access Improvements	Park & Ride @ IL 3 & Hartford/Pontoon/ Niedringhaus Bus Traffic Signal Preemption;Stn @ Il3 & Mckinley	Air Quality Related Improvement	Principal Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	Madison County Transit District/ 6444-15/ Madison	FY 2016 - 2019 TIP	Mct Transit Operations Center/Safety Enhancements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Not Regionally Significant	Maryland Heights/ 5779-15/ St. Louis	FY 2016 - 2019 TIP	Adie Road, Phase 3	Fee Fee Road To Schuetz Road Sidewalks - Road Reconstruction - Center Turn Ln	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Not Regionally Significant	Metro/ 4123A-04/ St. Louis City	FY 2016 - 2019 TIP	Downtown Transfer Center	Downtown Transfer Center Fy 04, 06 And 10 Congressional Earmarks	Capital Improvement - Transit	N/A	2025	Yes	
Not Regionally Significant	Metro/ 5837A-15/ St. Louis City	FY 2016 - 2019 TIP	Downtown Transit Center		Capital Improvement - Transit	N/A	2025	Yes	
Not Regionally Significant	Metro/ 5837-13/ St. Louis City	FY 2016 - 2019 TIP	Downtown Transit Center	14Th And Spruce Streets, St. Louis, MO	Capital Improvement - Transit	N/A	2025	Yes	
Not Regionally Significant	Metro/ 5416-11/ St. Louis	FY 2016 - 2019 TIP	North County Transit Center	Construct Bus Transfer Facility Including 10 Bus Berths, Commuter Parking, Van Dispatch	Capital Improvement - Transit	N/A	2025	Yes	
Not Regionally Significant	Metro/ 5922D-16/ St. Louis	FY 2016 - 2019 TIP	North County Transit Center, Phases 1 & 2		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	MoDOT/ 6470-16/ Multi-County-M	FY 2016 - 2019 TIP	Arterial Management Interface (Ami) Diversion Plan	MO 370, MO 364 And MO 367 At Various Interchanges In St Louis District Metro - Develop Alt Rt Plans	Traffic Operations	Expressway	2025	No	No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Construction
Not Regionally Significant	MoDOT/ 6384-15/ Multi-County-M	Carryover Project	Arterial Management Interface Update	Various St. Louis District Roads Used As I-44, I-55, I-64, I-170 And I-255 Diversion Routes	Traffic Operations	Principal Arterial	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Not Regionally Significant	MoDOT/ 6396-15/ Multi-County-M	Carryover Project	Central Signal System	Central Control For All Traffic Signals In Franklin, Jefferson, St. Charles, St. Louis Cos. And St. Louis City.	Traffic Operations	N/A	2025	Yes	
Not Regionally Significant	MoDOT/ 6471-15/ Multi-County-M	FY 2016 - 2019 TIP	Flashing Yellow Arrow Installation 2016	Various Locations Along MO 100 (Stl City); MO 367, I-270, I-70, I-55, I-64 (Stl Co); I-55 (Jefferson Co); I-44 (Franklin Co)	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	MoDOT/ 6475-15/ St. Charles	Carryover Project	Gateway Greenlight Arterial Management Interface	Various Gateway Greenlight Roads Develop Alternate Route Plans For Incidents	Traffic Operations	Principal Arterial	2025	No	No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Construction

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	MoDOT/ 6104-35/ St. Louis	Long Range Plan - Connected 2045	I-170	At MO D Improve Interchange	Traffic Operations	Interstate	2035	Yes	
Not Regionally Significant	MoDOT/ 6105-35/ St. Louis	Long Range Plan - Connected 2045	I-170	Scudder To Airport Rd Improve Interchanges	Traffic Operations	Interstate	2035	Yes	
Not Regionally Significant	MoDOT/ 6050H-45/ St. Louis	Long Range Plan - Connected 2045	I-270	MO D Interchange Revise Interchange Ramps	Traffic Operations	Interstate	2045	Yes	
Not Regionally Significant	MoDOT/ 6072-25/ St. Louis City	Long Range Plan - Connected 2045	I-64	Grand/Market Interchange Revise Interchange	Traffic Operations	Interstate	2025	Yes	
Not Regionally Significant	MoDOT/ 5948C-18/ St. Louis	FY 2016 - 2019 TIP	I-64	Tmc Building Its Operations, Contract Staffing And Professional Services	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5512D-16/ St. Louis	FY 2016 - 2019 TIP	I-64	Tmc Building Its Operations, Contract Staffing, And Professional Services	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5735-17/ Multi-County-M	FY 2016 - 2019 TIP	I-64	Tmc Building Its Operations, Contract Staffing, And Professional Services	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5948B-18/ St. Louis	FY 2016 - 2019 TIP	I-64	Tmc Building Its Operations, Modot Staff, Equipment Maintenance & Tmc Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	MoDOT/ 5734-17/ Multi-County-M	FY 2016 - 2019 TIP	I-64	Tmc Building Its Operations, Modot Staff, Equipment Maintenance And Tmc Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5512C-16/ St. Louis	FY 2016 - 2019 TIP	I-64	Tmc Building Its Operations, Modot Staff, Equipments Maintenance And Tmc Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5512F-16/ St. Louis	FY 2016 - 2019 TIP	I-64	Tmc Building Its System Preservation, Repairs And Upgrades	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5736-17/ St. Louis	FY 2016 - 2019 TIP	I-64	Tmc Building Its System Preservation, Repairs, And Upgrades	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5948E-18/ St. Louis	FY 2016 - 2019 TIP	I-64	Tmc Building Its System Preservation, Repairs, And Upgrades	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 6065-45/ St. Louis	Long Range Plan - Connected 2045	I-70	At MO U Improve Interchange	Traffic Operations	Interstate	2045	Yes	
Not Regionally Significant	MoDOT/ 4424D-12/ St. Charles	FY 2016 - 2019 TIP	MO N	Eagle Hill To Weiss Road Left Turn Ln & Shoulders	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	MoDOT/ 6387-14/ St. Charles	Carryover Project	MO Z	At I-70 Westbound On/Off Ramp Construct Roundabout	Traffic Operations	Minor Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	MoDOT/ 5713-13/ St. Louis	FY 2016 - 2019 TIP	Or I-44	Bridge Over The Meramec River Removal	Traffic Operations	Local Road	2025	No	Local Road - Not Included In Modeling Network
Not Regionally Significant	MoDOT/ 6472A-16/ Multi-County-M	FY 2016 - 2019 TIP	Signal Optimization 2016 (A)	Locations Along MO 30 (Stl City) - US 50 (Franklin Co) & MO 100, MO 267, And I-64 Interchanges (Stl Co)	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	MoDOT/ 6472B-16/ Multi-County-M	FY 2016 - 2019 TIP	Signal Optimization 2016 (B)	Locations Along MO 100 (Stl City), MO Ac, MO B, MO N MO 367, MO U (Stl Co); And MO 115 (Stl City And Co)	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	MoDOT/ 5512E-16/ Multi-County-M	FY 2016 - 2019 TIP	Various	Its Maintenance And Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5948D-18/ Multi-County-M	FY 2016 - 2019 TIP	Various	Its Maintenance And Operations At Various Locations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5949B-14/ Multi-County-M	FY 2016 - 2019 TIP	Various	Its Upgrades Through St Louis District	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5949C-14/ Multi-County-M	FY 2016 - 2019 TIP	Various	Its Upgrades Through St Louis District	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5948A-18/ Multi-County-M	FY 2016 - 2019 TIP	Various	Motorist Assist Operations And Staff	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Operations Budget

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	MoDOT/ 5512B-16/ Multi-County-M	FY 2016 - 2019 TIP	Various	Motorist Assistance Operations And Staff	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5739-17/ Multi-County-M	FY 2016 - 2019 TIP	Various	Motorists Assist Operations And Staff	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 5740-17/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Locations Its Maintenance And Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	MoDOT/ 6396B-15/ Multi-County-M	Carryover Project	Various	Various Signalized Intersections ESC For System Integration Of Central Traffic Signal Control System	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Construction
Not Regionally Significant	MoDOT/ 6374B-15/ Franklin	FY 2016 - 2019 TIP	Viaduct St (I-44 Ramp)	At Viaduct Street/Thornton Road Intersection. Payment To Pacific For Improvments	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	O'Fallon/ 5879-13/ St. Clair	FY 2016 - 2019 TIP	Milburn School Road	At Old Collinsville Road Construct Roundabout	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	O'Fallon/ 5880-13/ St. Clair	FY 2016 - 2019 TIP	Milburn School Road	At Simmons/Fairwood Hills Construct Roundabout	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Not Regionally Significant	O'Fallon/ 5633-15/ St. Clair	FY 2016 - 2019 TIP	Milburn School Road, Phase 4	Old Collinsville Road To 0.5 Miles East Reconstruction, Curb And Gutter	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Not Regionally Significant	Pacific/ 6374-15/ Franklin	FY 2016 - 2019 TIP	Viaduct Street	At Thornton, Hogan, Wb On/Off I-44 Ramps Construct Roundabout - Related To 6S3101	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	Pevely/ 6496-17/ Jefferson	FY 2016 - 2019 TIP	MO Z	Burger King Road To US 61/67 Two Way Turn Lane - New Signals - Resurfacing	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	St. Louis County/ 5552-13/ St. Louis	Carryover Project	Shackelford Road	Charbonier Road To Humes Add Center Turn Lane - Resurface	Traffic Operations	Principal Arterial	2025	Yes	
General Conformity	Alton/ 5663-13/ Madison	FY 2016 - 2019 TIP	Alton Regional Multimodal Transportation Center	Construct Bus Transfer Center, Upgrade Golf, Barons Comm Pkwy And Construct Rds In Wadlow Town Centre	Capital Improvement - Transit	N/A	2025	Yes	
Exempt - 93.127	Collinsville / 4686-08/ Madison	FY 2016 - 2019 TIP	Beltline Road	At Keebler Road Add Right Turn Lanes, Signal Upgrade	Traffic Operations	Minor Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.127	Fairview Heights/ 6507-15/ St. Clair	FY 2016 - 2019 TIP	Market Place And Plaza Drive	At IL 159 - Right In/Right Out At Plaza And Market Pl Dual Left Turn Ln Market Pl To Nb IL 159	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.127	Fairview Heights/ 5234-11/ St. Clair	FY 2016 - 2019 TIP	Union Hill Road	At Longacre Dr Replace Stop Controlled Intersection With Signals	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.127	Loop Trolley Tdd/ 5447-11/ St. Louis	FY 2016 - 2019 TIP	Delmar-Trinity Roundabout	West Of Trinity Avenue To Kingsland Avenue Related To 2946B-11 (Loop Trolley)	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	MoDOT/ 6385-14/ St. Louis	Carryover Project	MO 141	At Vance Road / Forest Avenue - Design Build Dual Left Turn 141 To Vance - Add Shared Thru/Right On Forest	Traffic Operations	Expressway	2025	Yes	
Exempt - 93.127	O'Fallon/ 6511-15/ St. Clair	FY 2016 - 2019 TIP	Highway 50	At Old Collinsville Road Intersection Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	O'Fallon/ 5854-12/ St. Charles	Carryover Project	Sommers Road / Ronald Reagan Blvd	At MO N Intersection Improvements	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.127	O'Fallon/ 6372-14/ St. Charles	FY 2016 - 2019 TIP	Waterford Crossing Dr	At MO K Add Right Turn Lane	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.127	Pagedale/ 6495-16/ St. Louis	FY 2016 - 2019 TIP	Page Avenue (MO D)	At Ferguson Avenue Crosswalk/Intersection Improvements - Sidewalks	Pedestrian Facilities - Construction	Principal Arterial	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.127	Sauget/ 5237-11/ St. Clair	FY 2016 - 2019 TIP	Curtiss Steinburg	At Sauget Industrial Parkway	Traffic Operations	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.127	St. Charles/ 6375-14/ St. Charles	Carryover Project	Elm Point Industrial Dr	At Elm St Dual Left Eb Elm Point To Elm - Intersection Impr.	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	St. Charles County/ 6397-15/ St. Charles	FY 2016 - 2019 TIP	O'Fallon Rd	At Gutermuth Rd Install Traffic Signal	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	St. Clair County/ 5026-09/ St. Clair	FY 2016 - 2019 TIP	Frank Scott Parkway	At Old Collinsville Rd, Hartman Ln, Greenmount Rd Intersection Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	Sullivan/ 6362-15/ Franklin	FY 2016 - 2019 TIP	W. Springfield Traffic Signal	At Elmont Construct Traffic Signal	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.127	University City/ 5748-13/ St. Louis	Carryover Project	Westgate Avenue	At Olive Blvd Realign Intersection - Install Traffic Signal	Traffic Operations	Local Road	2025	Yes	
Exempt - 93.126	Alton/ 6512A-18/ Madison	FY 2016 - 2019 TIP	Broadway/Henry/Ridge	Bway: 150' W/O Henry St To Monument Ave & 450' E/O Belchik To Allen St; Ridge: Bway-215' So; Henry: Bway-110' So.	Roadway Resurfacing	Minor Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Alton/ 6535-15/ Madison	FY 2016 - 2019 TIP	College Avenue Sidewalk	Holman St To Rock Springs Dr Upgrade Sidewalk (5')	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Alton/ 5916-16/ Madison	FY 2016 - 2019 TIP	N. Rodgers Avenue	Over W Fork Of Wood River Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Arnold/ 5961E-14/ Jefferson	FY 2016 - 2019 TIP	Tenbrook Road Sidewalk	Jeffco Blvd To Arnold Tenbrook Rd Build Sidewalk	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Ballwin/ 6305-15/ St. Louis	FY 2016 - 2019 TIP	Henry Avenue	Clayton Road To Ballwin City Limits Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Ballwin/ 6457-15/ St. Louis	FY 2016 - 2019 TIP	Ries Road Bridge	Over Fishpot Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Bellefontaine Neighbors/ 6533Q-15/ St. Louis	FY 2016 - 2019 TIP	Vehicle Acquisition	One (1) Wide Body Cutaway	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Belleville/ 6403-17/ St. Clair	FY 2016 - 2019 TIP	Centreville Avenue	St. Clair Ave To W. Washington St Resurfacing - ADA Improvements - Add Bike Lanes	Roadway Resurfacing	Minor Arterial	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Belleville/ 6513-18/ St. Clair	FY 2016 - 2019 TIP	East 'A' Street/Oak St	A St: N Illinois St (IL 159) To N Oak St Oak St: A St To E Main St	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Belleville/ 5363A-14/ St. Clair	FY 2016 - 2019 TIP	West Belleville Bike Trail, Phase 2	Wesley Dr To S 52Nd St	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Belleville/ 5498-11/ St. Clair	FY 2016 - 2019 TIP	West Main Street	6Th Street To 17Th Street Streetscape	Streetscape /Landscaping	Minor Arterial	2025	No	No Significant Impact On VMT - Off Road Enhancements
Exempt - 93.126	Bel-Nor/ 6478-17/ St. Louis	FY 2016 - 2019 TIP	Normandy Drive	Natural Bridge (MO 115) To St. Charles Rock Rd (MO 180) Reconstruct	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Bethalto/ 6514-18/ Madison	FY 2016 - 2019 TIP	East Central, Phase 3	200 Feet East Of Longfellow St To Moreland Rd	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Brentwood / 6306-15/ St. Louis	FY 2016 - 2019 TIP	Hanley Industrial Court Ped Improvements	Strassner: Hanley Ind. Ct To Mem Park Hanley Ind Ct: 3 Way Stop To Bernard Dr	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Cahokia/ 4600-07/ St. Clair	FY 2016 - 2019 TIP	Cargill Road	IL 3/157 To Mississippi River Barge Dock SAFETEA-LU Earmark Sec. 1702 # 3163	Roadway Reconstruction (No Additional Through Lanes)	Local Road	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Cardinal Ritter Senior Services/ 6533M-15/ St. Charles	FY 2016 - 2019 TIP	Vehicle Acquisition	One (1) Wide Body Cutaway	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Caseyville/ 5867-16/ St. Clair	FY 2016 - 2019 TIP	North Long Street Bridge	Over Little Canteen Creek Replace Bridge - Sidewalks	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Challenge Unlimited/ 5986D-14/ Madison	FY 2016 - 2019 TIP	Operating Expansion	Operating Expenses For Specialized Transportation To Receive Vocational Training	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt - 93.126	Challenge Unlimited/ 6534B-15/ Multi-County-I	FY 2016 - 2019 TIP	Vehicle Acquistion - Operating Assistance	3 Low Floored Minivans - Fleet Expansion-1 Lfmv Replace Three Year Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt - 93.126	Chesterfield/ 6542-16/ St. Louis	FY 2016 - 2019 TIP	Chesterfield Pkwy Sidewalk And Bridge	Schoettler Valley Drive To 550' N/O Conway Rd Sidewalk (6') - Bridge (10')	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Chesterfield/ 6302-15/ St. Louis	FY 2016 - 2019 TIP	Schoettler Road Bridge	Over Creve Coeur Creek Replace Bridge - Sidewalk	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Chesterfield/ 5753-14/ St. Louis	FY 2016 - 2019 TIP	South Greentrails Drive	Ladue Road To White Road	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	City Seniors/ 6533E-15/ St. Louis City	FY 2016 - 2019 TIP	Vehicle Acquisition	One (1) Lowered Floor Minivan	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Collinsville / 6453C-14/ Madison	FY 2016 - 2019 TIP	Clay St	Seminary St To Morrison Sidewalk Improvements - Streetscape	Streetscape /Landscaping	Minor Arterial	2025	No	No Significant Impact On VMT - Off Road Enhancements
Exempt - 93.126	Collinsville / 5868-16/ Madison	FY 2016 - 2019 TIP	Clay Street	Combs Ave To North Morrison Ave Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Collinsville / 6404-17/ Madison	FY 2016 - 2019 TIP	Main Street	St. Louis Rd To Lebanon Rd Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Collinsville / 6515-18/ Madison	FY 2016 - 2019 TIP	Sugar Loaf Road	IL 157 To East 1,200 Feet. Reconstruct	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Collinsville / 5666J-12/ St. Clair	FY 2016 - 2019 TIP	Twin Echo Elementary School	Carl St - S. Morrison Rd To Echo Dr Construct, Replace Or Repair Sidewalks	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/ped Facilities

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Columbia/ 6557A-15/ Monroe	FY 2016 - 2019 TIP	Bolm-Schuhkraft Connector	Main St To Columbia Middle School Sidewalk Along Monroe St - Shared Use Path	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Columbia/ 5869-16/ Monroe	FY 2016 - 2019 TIP	North Main Street	Crestview Dr To IL 3 Resurfacing - Sidewalks	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Columbia/ 6516-18/ Monroe	FY 2016 - 2019 TIP	South Main Street	Cherry St To IL 3 Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Community Living/ 6533F-15/ St. Charles	FY 2016 - 2019 TIP	Vehicle Acquisition	Eight (8) Lowered Floor Minivans; Two (2) 15 Pass. Vans - Two (2) Wide Body Cutaways	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Cottleville/ 6543-15/ St. Charles	FY 2016 - 2019 TIP	MO N Shared Use Path	Motherhead Rd To Mid Rivers Mall Dr Shared Use Path (10')	Bicycle Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Creve Coeur/ 5755-14/ St. Louis	FY 2016 - 2019 TIP	Coeur De Ville Lane	Sidewalk - MO 340 (Olive Blvd) To MO Ab (Ladue Rd) Resurfacing - Parc Provence To Royal Valley Dr	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Creve Coeur/ 6544-16/ St. Louis	FY 2016 - 2019 TIP	Emerson Road	Old Ballas Road To Ladue Road Sidewalk (5')	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Creve Coeur/ 6479-16/ St. Louis	FY 2016 - 2019 TIP	Warson Road	Olive Blvd To South Creve Coeur City Limit (S/O Countryshire Ln) - Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Crider Health Center/ 6533K-15/ St. Charles	FY 2016 - 2019 TIP	Vehicle Acquisition	Three (3) 15 Passenger Vans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Crystal City/ 6480-17/ Jefferson	FY 2016 - 2019 TIP	County Road	Bailey Rd To Lincoln Ave Sidewalk	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Crystal City/ 6308-15/ Jefferson	Carryover Project	Mississippi Avenue, Phase 2	1St Street To 6Th Avenue Reconstruct Road - ADA Improvements	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	De Soto/ 6558-15/ Jefferson	FY 2016 - 2019 TIP	Main St Bridge	Over Tanyard Branch Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	De Soto/ 6545-16/ Jefferson	FY 2016 - 2019 TIP	Woodland Shared Use Path	Vineland Elem School To De Soto High School Shared Use Path (8')	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Des Peres/ 6309-15/ St. Louis	FY 2016 - 2019 TIP	Oak Drive Bridge	Over Two-Mile Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Disability Resource Association/ 6534F-15/ Multi-County-M	FY 2016 - 2019 TIP	Operating Assistance	1 Year Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt - 93.126	Disability Resource Association/ 6533C-15/ Multi-County-M	FY 2016 - 2019 TIP	Vehicle Acquisition	Four (4) Lowered Floor Minivans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	East Alton/ 6517-18/ Madison	FY 2016 - 2019 TIP	Berkshire Boulevard	335 Feet West Wood River Ave To East 1,373 Ft Resurfacing - Sidewalk	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	East Alton/ 6406-17/ Madison	FY 2016 - 2019 TIP	East Alton Avenue	105 Ft S/O St. Louis Ave To Picker Ave Resurfacing, Curb & Gutter, ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	East Alton/ 5870-16/ Madison	FY 2016 - 2019 TIP	Shamrock Avenue	St. Louis Ave To 380' North Of Olin Industrial Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	East St. Louis/ 5871-16/ St. Clair	FY 2016 - 2019 TIP	Tenth Street	Missouri Ave To Summit Ave Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Edwardsville/ 6536-15/ Madison	FY 2016 - 2019 TIP	Quince St Shared Use Path	IL 159/Magnolia To IL 159/Linden Shared Use Path (10-12') - Sidewalk	Bicycle Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Edwardsville/ 5872-16/ Madison	FY 2016 - 2019 TIP	Springer/Sheridan Avenue	IL 143 To Jefferson Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Edwardsville/ 6518-18/ Madison	FY 2016 - 2019 TIP	St. Louis Street, Phase 1	West St (IL 157) To Elm St Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Edwardsville/ 6407-17/ Madison	FY 2016 - 2019 TIP	West Schwarz Street	IL 157 To S. Buchanan St Resurfacing - Curb & Gutter - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Ellisville/ 6310-15/ St. Louis	FY 2016 - 2019 TIP	Hutchinson Road	MO 100 To Clayton Road Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Emmaus Homes/ 6533G-15/ Multi-County-M	FY 2016 - 2019 TIP	Vehicle Acquisition	Eight (8) Lowered Floor Minivans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Fairview Heights/ 5873-16/ St. Clair	FY 2016 - 2019 TIP	Joseph Drive	Chateau / Archway Dr To Ashland Ave Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Fenton/ 6311-15/ St. Louis	FY 2016 - 2019 TIP	Old Gravois Road, Phase 1	Water Street To Ferry Street Reconstruct - Add Sidewalks - ADA Improvements	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Ferguson/ 6312-15/ St. Louis	FY 2016 - 2019 TIP	Ferguson Street Improvements	Carson: Flor - City Lim, Church: Flor - Elizabeth Dade: Ns Rr Approach; Ferguson Ave: Elizabeth-W Flor	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Ferguson/ 6481-16/ St. Louis	FY 2016 - 2019 TIP	Highmont Drive	Forestwood Ave To West Florissant Ave Overlay - Base Repair - Replace Sidewalk	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Festus/ 5760-13/ Jefferson	FY 2016 - 2019 TIP	Horine Road	Hillsboro Rd (N. 5Th Street) To Richard Avenue Resurfacing - Add Sidewalks	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Florissant/ 6483-16/ St. Louis	FY 2016 - 2019 TIP	N Lafayette Street	St. Louis St To US 67 Reconstruction- Bike Facilities	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Florissant/ 6482-16/ St. Louis	FY 2016 - 2019 TIP	Robinwood Elem School Ped Signal	At Derhake Replace Signal	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Florissant/ 6458-15/ St. Louis	FY 2016 - 2019 TIP	St. Anthony Lane Bridge	Over Fountain Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Franklin County/ 6303-14/ Franklin	FY 2016 - 2019 TIP	Bend Road Bridge	Over Meramec River (And Approaches) Replace Bridge - Realign Road	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Franklin County/ 5187-10/ Franklin	FY 2016 - 2019 TIP	Off-System Bridges	Setaside For Various Deficient Bridges Balance Of Funding (Thru Fy 16)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Setaside For Deficient Bridges
Exempt - 93.126	Franklin County/ 6484-16/ Franklin	FY 2016 - 2019 TIP	Possum Hollow Road Bridge	Over Tributary To Meramec River Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Franklin County/ 5187A-13/ Franklin	FY 2016 - 2019 TIP	Shawnee Ford Road Bridge	Over Bourbeuse River Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Freeburg/ 6557B-15/ St. Clair	FY 2016 - 2019 TIP	Apple Street Sidewalk	West St To Richland Ave Sidewalk	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Glen Carbon/ 6408-17/ Madison	FY 2016 - 2019 TIP	Cottonwood Road	Junction Dr To Falcon Crest Drive/Cottonwood Glen Dr Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Godfrey/ 6409-17/ Madison	FY 2016 - 2019 TIP	Stamper Lane - Phase 2	900 Ft W/O IL Rte 111/US Rte 67 To 3,950 Ft E/O Pierce Lane Reconstruction - Sidewalk	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Granite City/ 6520-18/ Madison	FY 2016 - 2019 TIP	Maryville Rd	IL 162 To Terminal Ave. Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Granite City/ 5499-11/ Madison	FY 2016 - 2019 TIP	Niedringhaus Avenue, Phase 2	Cleveland To Delmar; State To Grand Streetscape	Streetscape /Landscapin g	Minor Arterial	2025	No	No Significant Impact On VMT - Off Road Enhanceme nts
Exempt - 93.126	Grantwoo d Village/ 5897-13/ St. Louis	FY 2016 - 2019 TIP	Grant Road	MO 30 To Grant'S Farm Entrance Install Lighting, Signs And Safety Improvements	Streetscape /Landscapin g	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Off Road Enhanceme nts
Exempt - 93.126	Great Rivers Greenway/ 6546-16/ St. Charles	FY 2016 - 2019 TIP	Centennial Greenway Phase 2A	Heritage Landing To Muegge/Old 94 Shared Use Path/Bridge Over MO 364 (10')	Bicycle Facilities - Constructio n	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Great Rivers Greenway/ 6547-16/ St. Louis	FY 2016 - 2019 TIP	Deer Creek/ Shady Creek Greenway	Lorraine Davis Park To Deer Creek Park Shared Use Path (10-12') - Shared Ln Markings	Bicycle Facilities - Constructio n	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Great Rivers Greenway/ 6465-16/ St. Louis City	FY 2016 - 2019 TIP	River Des Peres Greenway, Phase 6	Shrewsbury Metrolink Station To Slay Park In The City Of Saint Louis Shared Use Path	Pedestrian Facilities - Constructio n	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Green Park/ 5764-13/ St. Louis	Carryove r Project	Old Green Park Rd	Green Park Rd To Green Park Rd Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Hamel/ 5500-11/ Madison	FY 2016 - 2019 TIP	Bike TraIL Connector	Hillsboro At Schroeder To Trotter Drive Shared Use Path	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Hartford/ 6537-15/ Madison	FY 2016 - 2019 TIP	Central Avenue Sidewalks	W Sixth St To W Third St Sidewalk (5')	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Herculaneum/ 6313-15/ Jefferson	Carryover Project	Broadway Avenue	Resurface - Main Street To Barclay Street Sidewalk- Curb & Gutter - Lighting - Main To Mott	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Herculaneum/ 6485-17/ Jefferson	FY 2016 - 2019 TIP	Scenic Drive, Phase 2	South Scenic Drive To Mcnutt Street Reconstruct - Sidewalk - Lighting	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Highland/ 6453D-14/ Madison	FY 2016 - 2019 TIP	Sharpshooter'S Trail	Shared Use Path - Highland E.S. To Coventry Way Then Mark Conventry As Bike Rt To Iberg Rd	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Highland/ 6538-15/ Madison	FY 2016 - 2019 TIP	Troxler Avenue Shared Use Path	IL 143 To IL 160 Shared Use Path (10')	Bicycle Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Highland/ 5875-16/ Madison	FY 2016 - 2019 TIP	Walnut Street	Broadway To US 40 Resurfacing - ADA Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	IDOT/ 1012-01/ Regional-I	FY 2016 - 2019 TIP	District Wide Construction Eng.	Various Locations	Roadway Resurfacing	N/A	2025	No	No Significant Impact On VMT - Construction Engineering
Exempt - 93.126	IDOT/ 2868-98/ Regional-I	FY 2016 - 2019 TIP	Districtwide Maintenance Proj	Various Locations Resurface Road, Repair Bridge Deck	Roadway Reconstruction (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	IDOT/ 566-00/ Regional-I	FY 2016 - 2019 TIP	Districtwide Patching Projects	Various Locations	Roadway Resurfacing	N/A	2025	Yes	
Exempt - 93.126	IDOT/ 583-00/ Regional-I	FY 2016 - 2019 TIP	Districtwide Prelim Eng Needs	Various Locations Preliminary Engineering	Roadway Reconstruction (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt - 93.126	IDOT/ 2873-98/ Regional-I	FY 2016 - 2019 TIP	Districtwide Prelim Eng/Survey	Various Locations Prel Design; Survey; Consultant Services; Sue	Roadway Resurfacing	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	IDOT/ 5037-09/ Regional-I	FY 2016 - 2019 TIP	Districtwide Safety Improvements	Various Locations Safety Improvements	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt - 93.126	IDOT/ 4079-04/ Regional-I	FY 2016 - 2019 TIP	Guardrail/Median Cable Install	Districtwide Various Locations	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	IDOT/ 5669-16/ Multi-State	FY 2016 - 2019 TIP	I-270	Mississippi River Bridge N/O Granite City Bridge Deck Sealing	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	IDOT/ 6451-16/ Madison	FY 2016 - 2019 TIP	I-270	Mississippi River To St. Thomas Road Resurfacing	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	IDOT/ 6446-15/ Multi-State	FY 2016 - 2019 TIP	I-270	Over Mississippi River Preliminary Engineering	Traffic Operations	Interstate	2025	No	No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Construction

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	IDOT/ 5943-17/ Madison	FY 2016 - 2019 TIP	IL 143	Indian Creek To .03 Mi E/O Wanda Rd Bridge Rehabilitation	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	IDOT/ 5482-14/ Madison	FY 2016 - 2019 TIP	IL 157	IL 140 In Hamel To IL 143 (Vandalia St) In Edwardsville Resurfacing And Shoulder Reconstruction	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	IDOT/ 4078-04/ Multi-County-I	FY 2016 - 2019 TIP	IL 158 Gateway Connector	I-255 To I-55/70 / US 40 Corridor Protection	New Road/ Bridge (Adding SOV Capacity)	Expressway	2025	No	Hardship Land Acquisition
Exempt - 93.126	IDOT/ 6527A-15/ Madison	FY 2016 - 2019 TIP	IL 162	At Alton Southern Rr Relocated Cantilievers, Install Circ, Signals, Gates	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	IDOT/ 6452-16/ St. Clair	FY 2016 - 2019 TIP	IL 177	At IL 4 Intersection Reconstruction	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	IDOT/ 5037Y-15/ Multi-County-I	FY 2016 - 2019 TIP	Installation Of Traffic Signal Indications	At Various Intersections In Madison & St Clair Cos Install Right/Left Arrows	Traffic Operations	N/A	2025	Yes	
Exempt - 93.126	IDOT/ 4371-06/ Regional-I	FY 2016 - 2019 TIP	Land Acquisition	Districtwide - Various Locations Pre- And Post-Acquisition Activities	Roadway Reconstruction (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	IDOT/ 6448-15/ St. Clair	FY 2016 - 2019 TIP	Lebanon Bypass	IL 4 To US 50 East Of Lebanon Preliminary Engineering	New Road/ Bridge (Adding SOV Capacity)	N/A	2025	No	No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Constructio n
Exempt - 93.126	IDOT/ 5985-16/ St. Clair	FY 2016 - 2019 TIP	Martin Luther King Jr. Bridge Ramps	I-55/64 0.7 Mi East Of Mississippi River Ramp Rehabilitation - Design - Utility Relocation	Bridge Reconstruct ion/ Replaceme nt (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	IDOT/ 5674-13/ Multi-State	FY 2016 - 2019 TIP	Mckinley Bridge - Salisbury St-Fau 9105	Over Mississippi River Bridge Deck Sealing	Bridge Reconstruct ion/ Replaceme nt (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	IDOT/ 4374-06/ Regional-I	FY 2016 - 2019 TIP	Miscellaneou s Land Acquisition	Districtwide - Various Locations *	Roadway Reconstruct ion (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Constructio n
Exempt - 93.126	IDOT/ 4373-06/ Regional-I	FY 2016 - 2019 TIP	Tree Mitigation / Envir Maint	Districtwide - Various Locations *	Streetscape /Landscapin g	N/A	2025	No	No Significant Impact On VMT - Off Road Enhanceme nts
Exempt - 93.126	IDOT/ 5994-17/ Multi-State	FY 2016 - 2019 TIP	US 67 (Clark Bridge)	Over Mississippi River Bridge Deck Sealing	Bridge Reconstruct ion/ Replaceme nt (No Additional Through Lanes)	Principal Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	IDOT/ 2669-98/ Regional-I	FY 2016 - 2019 TIP	Various Projects	American Bottoms Deep Wells And Pumps Repairs	Roadway Reconstruction (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt - 93.126	IDOT/ 2475-98/ Regional-I	FY 2016 - 2019 TIP	Various-Miscellaneous	Districtwide Projects	Roadway Reconstruction (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	Independence Center/ 5987B-14/ Multi-County-M	FY 2016 - 2019 TIP	Transportation Service Enhancement	Provide Transportation For Disabled And Training For Transition To Public Transit	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt - 93.126	Independence Center/ 6533H-15/ Multi-County-M	FY 2016 - 2019 TIP	Vehicle Acquisition	One (1) 15 Passenger Van	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Itn St Charles/ 6534E-15/ St. Charles	FY 2016 - 2019 TIP	Operating Assistance	1 Year Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt - 93.126	Itn St Charles/ 6533O-15/ St. Charles	FY 2016 - 2019 TIP	Vehicle Acquisition	Two (2) Full Size Sedans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Jefferson County/ 6317-15/ Jefferson	FY 2016 - 2019 TIP	Big Hollow Road Bridge	Over Saline Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Jefferson County/ 6486-16/ Jefferson	FY 2016 - 2019 TIP	Charter Church Road Bridge	Over Plattin Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Rural Minor Collector	2025	Yes	
Exempt - 93.126	Jefferson County/ 6316-15/ Jefferson	Carryover Project	Elm Drive	I-55 Outer Road To Miller Road Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Jefferson County/ 6487-16/ Jefferson	FY 2016 - 2019 TIP	Imperial Main Street Road/River Street	Old State Road To 328 Feet East Of US 61/67 Reconstruct - Sidewalk - Intersection Improvements	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	Jefferson County/ 5189B-14/ Jefferson	FY 2016 - 2019 TIP	Klondike Road Bridge	Over Belew Creek Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	Yes	
Exempt - 93.126	Jefferson County/ 6459-15/ Jefferson	Carryover Project	Konert Road Bridge	Over Romaine Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Jefferson County/ 5770-14/ Jefferson	FY 2016 - 2019 TIP	Kramme Road Bridge	Over Calvey Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Jefferson County/ 5189A-14/ Jefferson	FY 2016 - 2019 TIP	Maness Road Bridge	Over Tributary Of Dry Creek Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	Yes	
Exempt - 93.126	Jefferson County/ 5189-10/ Jefferson	FY 2016 - 2019 TIP	Off-System Bridges	Setaside For Various Deficient Bridges Balance Of Funds (Thru Fy 16)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Setaside For Deficient Bridges
Exempt - 93.126	Jefferson County/ 5772-14/ Jefferson	FY 2016 - 2019 TIP	Romaine Creek Road Bridge	Over Sugar Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Jefferson County/ 5774-14/ Jefferson	FY 2016 - 2019 TIP	Stroup Road Bridge	Over Little Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Jefferson County/ 6318-16/ Jefferson	FY 2016 - 2019 TIP	Upper Plattin Rd	Upper Plattin Spur To Desoto City Limits Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Jefferson County Community Partnership/ 5987C-14/ Jefferson	FY 2016 - 2019 TIP	JeffCo Express	Operating Assisstance And The Purchase Of One (1) Bus	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Jefferson County Community Partnership/ 6534C-15/ Jefferson	FY 2016 - 2019 TIP	Operating Assistance	Three Year Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt - 93.126	Jefferson County Dev. Disabilities R.B./ 5986C-14/ Jefferson	FY 2016 - 2019 TIP	Jeff Co Transit Employment Shuttle	Replace (5) Vans That Operate To/From JSI Sheltered Workshop	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Jefferson County Dev. Disabilities R.B./ 6533B-15/ Jefferson	FY 2016 - 2019 TIP	Vehicle Acquisition	Five (5) 15 Passenger Vans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Ladue/ 6488-16/ St. Louis	FY 2016 - 2019 TIP	Lay Road	Clayton Road To Mcknight Road Resurfacing - Add Sidewalk	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Ladue/ 6319-15/ St. Louis	FY 2016 - 2019 TIP	Price Road	Clayton Road To Ladue Road Resurfacing - Curb & Gutter	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Ladue/ 5777-13/ St. Louis	Carryover Project	Price Road	Sidewalks - Clayton Rd To Delmar Resurfacing - Ladue Rd To Delmar	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Lake Saint Louis/ 5778-13/ St. Charles	Carryover Project	Civic Center Drive	Lake Saint Louis Boulevard To Outer Road Road Reconstruction - Bike And Ped Facilities	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Lake Saint Louis/ 6489-17/ St. Charles	FY 2016 - 2019 TIP	Ridgeway Drive/ Deloire Drive	Ridgeway Dr: Hawk Ridge - Oakborough Dr; Deloire Dr: Veterans Memorial Pkwy - Savoy Dr	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Lake Saint Louis/ 6320-15/ St. Charles	FY 2016 - 2019 TIP	Ronald Reagan Drive Sidewalk	Lake Saint Louis Boulevard To Technology Dr Loop Sidewalk - ADA Improvements	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Lebanon/ 6417-14/ St. Clair	FY 2016 - 2019 TIP	College Road Bike And Pedestrian Trail	College Rd To Rieder Rd Bicycle And Pedestrian Facilities	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Lebanon/ 5235-14/ St. Clair	FY 2016 - 2019 TIP	Summerfield Street	Alton Street To Monroe Street	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Loop Trolley Tdd/ 5468-11/ St. Louis City	FY 2016 - 2019 TIP	Debaliviere Avenue Multi-Use Path/Streetscape	Delmar To Lindell - Multiuse Path, Lighting, Landscaping Related To 2946B-11 (Loop Trolley)	Bicycle Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/ped Facilities - Improvements To Be Built With Loop Trolley Project (TIP# 2946B-11)

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Loop Trolley Tdd/ 5623-12/ St. Louis City	FY 2016 - 2019 TIP	Debaliviere Bridge	Over Metrolink Rehabilitation - Related To 2946B-11 (Loop Trolley)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	Madison County/ 5915-16/ Madison	FY 2016 - 2019 TIP	Woodburn Road	Over Trib Of E. Fork Of Wood River Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Rural Minor Collector	2025	Yes	
Exempt - 93.126	Madison County Transit District/ 842-96/ Madison	FY 2016 - 2019 TIP	Avl/Mdt/Ivr Upgrade	Vehicle Locator System	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 5165-10/ Madison	FY 2016 - 2019 TIP	Facilities Improvements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 4597-07/ Madison	FY 2016 - 2019 TIP	Fare Collection System	Add Safety And Security Features Make Compatible With Metro System	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 4929B-09/ Madison	FY 2016 - 2019 TIP	Granite City Bikeped Trail	St. Clair Avenue To Johnson Rd Sidewalk Improvements To St. Clair Ave	Pedestrian Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Madison County Transit District/ 4225A-11/ Madison	FY 2016 - 2019 TIP	Maintenance Equipment		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Madison County Transit District/ 6510-15/ Madison	FY 2016 - 2019 TIP	Mct Community Transportation Initiative	Marketing, Outreach, & Education Improve Awareness Of Mct System	Education/ Marketing	N/A	2025	No	No Significant Impact On VMT - Education/ Marketing Program
Exempt - 93.126	Madison County Transit District/ 6421-14/ Madison	FY 2016 - 2019 TIP	Mct Employer Transportation Program	Marketing, Outreach, & Education Improve Awareness Of Mct System	Education/ Marketing	N/A	2025	No	No Significant Impact On VMT - Education/ Marketing Program
Exempt - 93.126	Madison County Transit District/ 4092A-11/ Madison	FY 2016 - 2019 TIP	Mis Wan Infrastructure		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 4531A-09/ Madison	FY 2016 - 2019 TIP	Preventive Maintenance		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 5883-13/ Multi-County-I	FY 2016 - 2019 TIP	Ridefinders Marketing & Outreach (Illinois)	Increase Awareness, Interest, And Participation In Ridefinders By Employers And Commuters	Air Quality Related Improvement	N/A	2025	No	No Significant Impact On VMT - Education/ Marketing Program
Exempt - 93.126	Madison County Transit District/ 5833-13/ Multi-County-M	FY 2016 - 2019 TIP	Ridefinders Marketing & Outreach (Missouri)	Increase Awareness, Interest, And Participation In Ridefinders By Employers And Commuters	Air Quality Related Improvement	N/A	2025	No	No Significant Impact On VMT - Education/ Marketing Program
Exempt - 93.126	Madison County Transit District/ 6422-14/ Multi-County-I	FY 2016 - 2019 TIP	Ridefinders Marketing & Outreach - 2014 - Il	Increase Awareness, Interest, And Participation In Ridefinders To Employers And Commuters	Education/ Marketing	N/A	2025	No	No Significant Impact On VMT - Education/ Marketing Program

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Madison County Transit District/ 6378-14/ Multi-County-M	FY 2016 - 2019 TIP	Ridefinders Marketing & Outreach - 2014 - Mo	Increase Awareness, Interest, And Participation In Ridefinders To Employers And Commuters	Education/ Marketing	N/A	2025	No	No Significant Impact On VMT - Education/ Marketing Program
Exempt - 93.126	Madison County Transit District/ 5414B-12/ Multi-County-M	FY 2016 - 2019 TIP	Ridefinders Van Fleet - Mo	Purchase 25 Vans (Replace 13 Vans In Fleet And Expand Fleet By 12 Vans)	Capital Improvement - Rideshare	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 5884-13/ Multi-County-I	FY 2016 - 2019 TIP	Ridefinders Vanpool Fleet Acquisition - Illinois	Purchase 7 Vehicles	Capital Improvement - Rideshare	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 5836-13/ Multi-County-M	FY 2016 - 2019 TIP	Ridefinders Vanpool Fleet Acquisition - Missouri	Purchase 28 Vehicles	Capital Improvement - Rideshare	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 4927-09/ Madison	FY 2016 - 2019 TIP	Security Systems		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Madison County Transit District/ 5492-12/ Madison	FY 2016 - 2019 TIP	Transit Education Initiative	Marketing And Outreach For Madison County Residents	Education/ Marketing	N/A	2025	No	No Significant Impact On VMT - Education/ Marketing Program
Exempt - 93.126	Madison County Transit District/ 4227A-11/ Madison	FY 2016 - 2019 TIP	Transit Support Equipment		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 5551-14/ Madison	FY 2016 - 2019 TIP	Transit Support Vehicles	Relief Vehicles And Supervisory Vehicles	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Madison County Transit District/ 4095-05/ Madison	FY 2016 - 2019 TIP	Troy Park-Ride Lot	Accessibility Upgrades	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Manchester/ 6321-15/ St. Louis	FY 2016 - 2019 TIP	Henry Avenue	Manchester Road To Ballwin City Limits Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Maryville/ 6521-18/ Madison	FY 2016 - 2019 TIP	East Main Street, Phase 3	3000 Feet East Of Lange Ave To East 1525 Ft Reconstruction - Sidewalks	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Maryville/ 5360-11/ Madison	FY 2016 - 2019 TIP	IL 159 School House TraIL Connector	IL Rte 159 To The Schoolhouse Trail In Maryville	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Mascouta h/ 6418-14/ St. Clair	FY 2016 - 2019 TIP	Berm Multi-Use Path - Phase 1	IL Rte 4 To 10Th St Extension Bicycle And Pedestrian Facilities	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Metro/ 5527A-12/ Multi-County-M	FY 2016 - 2019 TIP	ADA Bus Stop Enhancements	Updating 200 Bus Stops To Exceed ADA Compliance Throughout Missouri System	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5933-14/ Multi-County-M	FY 2016 - 2019 TIP	Administrative Facility Improvements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 5689A-16/ Multi-County-M	FY 2016 - 2019 TIP	Art In Transit Programs		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5838-13/ Multi-County-M	FY 2016 - 2019 TIP	Articulated Buses	Purchase 12 Buses 60' Bus	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4748-08/ Multi-County-M	FY 2016 - 2019 TIP	Bridge Structural Repairs	Metrolink Rehabilitation	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5839-13/ Multi-County-M	FY 2016 - 2019 TIP	Bus Replacement	Replace 15 Buses 30' And 40'	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5415-11/ Multi-County-M	FY 2016 - 2019 TIP	Bus Replacement	Replace 2 Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 5415A-11/ Multi-County-M	FY 2016 - 2019 TIP	Bus Replacement	Replace Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6370-14/ Multi-County-M	FY 2016 - 2019 TIP	Bus Replacement - 2014 - A	Replace 22 Buses 30' And 40'	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6371-14/ Multi-County-M	FY 2016 - 2019 TIP	Bus Replacement - 2014 - B	Replace 22 Buses 30' And 40'	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6469-15/ Multi-County-M	FY 2016 - 2019 TIP	Bus Replacement - 2015	Replace 12 Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 3565-04/ Multi-County-M	FY 2016 - 2019 TIP	Bus Stop Enhancements	ADA Access Repairs/Sign Replacement	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 5686-13/ Multi-State	FY 2016 - 2019 TIP	Bus/Paratransit Maint Program	Preventive Maintenance	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4863B-11/ Multi-State	FY 2016 - 2019 TIP	Eads Bridge Rehabilitation	Preventive Maintenance - Eads Bridge Painting Bridge Maintenance & Management Plan, Ph 2	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	Metro/ 5695-13/ Multi-State	FY 2016 - 2019 TIP	Facility Improvements	Multiple Facilities	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6438-15/ Multi-County-M	FY 2016 - 2019 TIP	Facility Rehabilitation	Administration And Maintenance Facility Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5685-13/ Multi-State	FY 2016 - 2019 TIP	Facility Security Improvements	Cctvs, Remote Video Systems, Guard Shelters	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5489-11/ St. Clair	FY 2016 - 2019 TIP	Illinois Slope Stabilization Ii	Stabilize Slopes Near Metrolink Tracks	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 5937-14/ Multi-State	FY 2016 - 2019 TIP	Information Systems Improvements	Hardware And Software Upgrades And Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4117-04/ Multi-State	FY 2016 - 2019 TIP	Information Technology Projects	Operations Support Systems	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5691-13/ Multi-County-M	FY 2016 - 2019 TIP	Information Technology Projects	Operations Support Systems	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4892-10/ Multi-State	FY 2016 - 2019 TIP	It System Upgrades	It Systems Upgrades/Replacements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5692-13/ Multi-State	FY 2016 - 2019 TIP	It Systems Upgrades	It Systems Upgrades/Replacements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5488-11/ St. Louis City	FY 2016 - 2019 TIP	Jefferson Nat'L Expansion Mem Bike Connection	Bicycle And Pedestrian Access Improvements To Gateway Arch Grounds	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Metro/ 5677A-14/ Multi-State	FY 2016 - 2019 TIP	Lrv Upgrades And Equipment	Light Rail Vehicle Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6443-15/ Multi-County-M	FY 2016 - 2019 TIP	Lrv Upgrades And Equipment	Light Rail Vehicle Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 5934-14/ Multi-State	FY 2016 - 2019 TIP	Maintenance Facility Improvements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5986A-14/ Multi-County-M	FY 2016 - 2019 TIP	Metro Bus Northwest Connector & Northside Rapid	Expand Service Of #98 Hanley/Chesterfield To N. Co. Transit Center (Nctc) - New Service From Nctc To Stl Cbd	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt - 93.126	Metro/ 5987A-14/ Multi-County-M	FY 2016 - 2019 TIP	Metro Bus Stop Signage Replacement	Installation Of Metro Bus Stop Signage With Improved Visability And ADA Compliant	Operating Assistance - Transit	N/A	2025	No	No Significant Impact to VMT - Off Roadway
Exempt - 93.126	Metro/ 6534A-15/ Multi-County-M	FY 2016 - 2019 TIP	Metro Bus Stop Signage Replacement, Phase 2	Installation Of Metro Bus Stop Signage With Improved Visability And ADA Compliant	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Off Roadway

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 5167-10/ Multi-State	FY 2016 - 2019 TIP	Metrolink Alignment & Station Improvements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4099-04/ Multi-State	FY 2016 - 2019 TIP	Metrolink Alignment Maint		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4099A-08/ Multi-State	FY 2016 - 2019 TIP	Metrolink Alignment Maint	Structure Repairs On Right Of Way	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4099C-14/ Multi-State	FY 2016 - 2019 TIP	Metrolink Alignment Maint	Structure Repairs On Right Of Way	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4099B-14/ Multi-State	FY 2016 - 2019 TIP	Metrolink Alignment Maintenance		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5931-14/ Multi-State	FY 2016 - 2019 TIP	Metrolink Improvements	Track Rehabilitation	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5059C-12/ Multi-State	FY 2016 - 2019 TIP	Metrolink Right Of Way Improvements		Capital Improvement - Transit	Minor Arterial	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 6440-15/ Multi-State	FY 2016 - 2019 TIP	Metrolink Row Improvements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5930G-15/ Multi-State	FY 2016 - 2019 TIP	Metrolink Row Maintenance		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5930A-14/ Multi-State	FY 2016 - 2019 TIP	Metrolink Row Maintenance	Bridges And Tunnels	Capital Improvement - Transit	N/A	2025	Yes	
Exempt - 93.126	Metro/ 5930D-16/ Multi-State	FY 2016 - 2019 TIP	Metrolink Row Maintenance	Stations And Parking Lots	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5171-10/ Multi-State	FY 2016 - 2019 TIP	Metrolink Slope Stability	Slope Stability/Drainage/ Culvert Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5171A-14/ Multi-State	FY 2016 - 2019 TIP	Metrolink Slope Stability	Slope Stability/Drainage/ Culvert Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5680-13/ Multi-County-M	FY 2016 - 2019 TIP	Metrolink Station Improvements	Escalator Enclosure & Parking Lot Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5174-10/ Multi-State	FY 2016 - 2019 TIP	Metrolink Station Improvements	Facility Rehab And Equipment Upgrade	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 4916-09/ Multi-State	FY 2016 - 2019 TIP	Metrolink Stations	ADA Repairs - Multiple Metrolink Stations	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4749-08/ Multi-State	FY 2016 - 2019 TIP	Metrolink Substation	Water Mitigation & Rehab	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5921-14/ Multi-State	FY 2016 - 2019 TIP	Metrolink Substation	Water Mitigation & Rehab	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5642-12/ Multi-State	FY 2016 - 2019 TIP	Non-Revenue Vehicle Replacement		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5684-13/ Multi-State	FY 2016 - 2019 TIP	Non-Revenue Vehicle Replacement		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4880-09/ Multi-State	FY 2016 - 2019 TIP	Non-Revenue Vehicle Rplcmt		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5922C-14/ St. Louis	FY 2016 - 2019 TIP	North County Transit Center, Phase 2	Construction Of Bus Garage, Maintenance	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5693-13/ Multi-State	FY 2016 - 2019 TIP	Office Equipment		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 3378-04/ Multi-State	FY 2016 - 2019 TIP	Program Administration		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5688-13/ Multi-State	FY 2016 - 2019 TIP	Program Administration		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5688A-16/ Multi-State	FY 2016 - 2019 TIP	Program Administration		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5176D-10/ Multi-State	FY 2016 - 2019 TIP	Program Administration	Section 5316 (Job Access Reverse Commute) Fy 06-12 Jarc	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5177G-10/ Multi-State	FY 2016 - 2019 TIP	Program Administration	Section 5317 (New Freedom) Fy 06-12 New Freedom	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4331-07/ Multi-State	FY 2016 - 2019 TIP	Radio Communications-Fed Formula	Radio System,Cad/Avl	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4332-07/ Multi-State	FY 2016 - 2019 TIP	Radio Communications-Fixed Guideway	Radio Communications Cad/Avl(Fy06/07/08 Fxdgw)	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5681-13/ St. Louis City	FY 2016 - 2019 TIP	RaIL Maintenance Facility Improvements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 6439-15/ Multi-State	FY 2016 - 2019 TIP	RaIL Maintenance Facility Rehab And Upgrades		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6442-17/ Multi-State	FY 2016 - 2019 TIP	RaIL Maintenance Vehicles & Equipment		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5682-13/ Multi-State	FY 2016 - 2019 TIP	RaIL Row Maintenance & Improvements		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5640-12/ Multi-County-M	FY 2016 - 2019 TIP	RaIL Tie Replacement Program		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6528-15/ St. Louis City	FY 2016 - 2019 TIP	Retaining Wall Rehabilitation	Structural Rehabilitation Of Retaining Wall	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Off Roadway
Exempt - 93.126	Metro/ 5896-13/ Multi-County-M	FY 2016 - 2019 TIP	Revenue Vehicle Replacement	Call-A-Ride Van Replacement Program Fifteen Vehicles	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5925A-14/ Multi-State	FY 2016 - 2019 TIP	Revenue Vehicles		Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4917-09/ Multi-County-M	FY 2016 - 2019 TIP	Revenue Vehicles	Bus Replacement Program	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 5678-13/ St. Louis	FY 2016 - 2019 TIP	Revenue Vehicles	Bus Replacement Program	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5925B-16/ Multi-State	FY 2016 - 2019 TIP	Revenue Vehicles	Bus Replacement Program	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4879-09/ Multi-County-M	FY 2016 - 2019 TIP	Revenue Vehicles	Call-A-Ride Van Replacement	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4904-09/ Multi-County-M	FY 2016 - 2019 TIP	Revenue Vehicles	Call-A-Ride Vans	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5687-13/ Multi-County-M	FY 2016 - 2019 TIP	Revenue Vehicles	Call-A-Ride Vans	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5925D-16/ Multi-County-M	FY 2016 - 2019 TIP	Revenue Vehicles	Call-A-Ride Vans	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4274-07/ Multi-County-M	FY 2016 - 2019 TIP	Revenue Vehicles	Van Replacement	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5694-13/ Multi-State	FY 2016 - 2019 TIP	Shop Equipment	Multiple Facilities	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 4337-08/ Multi-State	FY 2016 - 2019 TIP	Signs And Shelters	Signs, Shelters & Enhancements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5926-14/ Multi-State	FY 2016 - 2019 TIP	Signs And Shelters	Signs, Shelters & Enhancements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4550-09/ Multi-State	FY 2016 - 2019 TIP	Signs And Shelters	Signs, Shelters & Enhancements - MO & IL	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 4901B-15/ St. Louis City	FY 2016 - 2019 TIP	Spruce St Bridge	Ml Row Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Metro/ 6322-15/ St. Louis City	FY 2016 - 2019 TIP	Spruce Street Bridge	Over Metrolink (Near Busch Stadium) Replace Bridge - ADA Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Metro/ 5935-14/ Multi-State	FY 2016 - 2019 TIP	Support Equipment	Replacement And Rehab	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5661-12/ Multi-County-M	FY 2016 - 2019 TIP	Transit Asset Management Program	Develop And Implement Agency-Wide Asset Management System	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 6091-25/ Regional	Long Range Plan - Connected 2045	Transit Operations	Maintain Existing Transit System	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro/ 6091A-35/ Regional	Long Range Plan - Connected 2045	Transit Operations	Maintain Existing Transit System	Operating Assistance - Transit	N/A	2035	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt - 93.126	Metro/ 6091B-45/ Regional	Long Range Plan - Connected 2045	Transit Operations	Maintain Existing Transit System	Operating Assistance - Transit	N/A	2045	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt - 93.126	Metro/ 3192-02/ St. Louis City	FY 2016 - 2019 TIP	Transit Transfer Center	Riverview Metrobus Center (Art)	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5339-11/ St. Louis City	FY 2016 - 2019 TIP	Tunnel & Interlocking Rehab	Metrolink Rehabilitation	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Metro/ 5172-10/ St. Louis City	FY 2016 - 2019 TIP	Tunnels And Bridges Rehab	Union Station Tunnel	Capital Improvement - Transit	N/A	2025	Yes	
Exempt - 93.126	Metro/ 5596A-15/ St. Louis City	FY 2016 - 2019 TIP	Tunnels And Bridges Rehab	Union Station Tunnel	Capital Improvement - Transit	N/A	2025	Yes	
Exempt - 93.126	Metro/ 5172A-14/ St. Louis City	FY 2016 - 2019 TIP	Tunnels And Bridges Rehab	Union Station, Downtown Tunnels	Capital Improvement - Transit	N/A	2025	Yes	
Exempt - 93.126	Metro/ 5596-13/ St. Louis City	FY 2016 - 2019 TIP	Union Station Tunnel Rehab		Capital Improvement - Transit	N/A	2025	Yes	
Exempt - 93.126	Metro/ 4135-07/ Multi-State	FY 2016 - 2019 TIP	Validators/Fareboxes	Fare Collection System	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Metro East Park And Recreation District/ 5362-11/ Multi-County-I	FY 2016 - 2019 TIP	Scott Troy TraIL - Phase 1 Construction	Between Troy Rd N Of I-55/70 And Kyle Road In O'Fallon	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Metro East Park And Recreation District/ 4716-07/ Multi-County-I	FY 2016 - 2019 TIP	Scott-Troy Trail	New Bike Trail Near Scott-Troy Road	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Metro East Park And Recreation District/ 5362B-14/ Multi-County-I	FY 2016 - 2019 TIP	Scott-Troy TraIL Supplemental	Troy Road To Kyle Road Shared Use Path	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Metro East Park And Recreation District/ 5362A-11/ Multi-County-I	FY 2016 - 2019 TIP	Scott-Troy Trail, Phase 2	Troy Road To Kyle Road Shared Use Path	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Midamerica Medical District/ 5989-14/ St. Clair	FY 2016 - 2019 TIP	Collinsville Ave Streetscape	Broadway To Martin Luther King Dr In East St. Louis - Design	Streetscape /Landscaping	Minor Arterial	2025	No	No Significant Impact On VMT - Off Road Enhancements
Exempt - 93.126	Millstadt/ 5364-11/ St. Clair	FY 2016 - 2019 TIP	Streetscape - Polk Street And IL 158	Polk St. To Jefferson St.	Streetscape /Landscaping	Minor Arterial	2025	No	No Significant Impact On VMT - Off Road Enhancements
Exempt - 93.126	MoDOT/ 5645-12/ Multi-County-M	FY 2016 - 2019 TIP	Bridge Inspections	At Various Locations	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Maintenance At Various Locations

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 5548H-14/ St. Louis	FY 2016 - 2019 TIP	I-270	At Bellefontaine Road Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5960-14/ St. Louis	FY 2016 - 2019 TIP	I-270	At Bellefontaine Road Culvert Repair And Clean Out	Roadway Reconstruction (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5305B-11/ St. Louis	FY 2016 - 2019 TIP	I-270	Big Bend Blvd Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5955-16/ Multi-State	FY 2016 - 2019 TIP	I-270	Payment To Idot Bridge Improvements On Chain Of Rocks Br	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5917D-16/ St. Louis	FY 2016 - 2019 TIP	I-44	At Bnsf Railroad Pavement And Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5953-14/ St. Louis City	FY 2016 - 2019 TIP	I-44	At Grand Ave Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 5548F-14/ St. Louis City	FY 2016 - 2019 TIP	I-44	At I-55 Interchange Rehabilitate Bridges	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 6103-25/ St. Louis City	Long Range Plan - Connected 2045	I-44	I-55 To River Des Peres Rehab Pavement/Bridges ; Improve Interchanges	Traffic Operations	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5744-13/ St. Louis City	FY 2016 - 2019 TIP	I-55	4500 Broadway To Weber Road Pavement Improvements	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5952-14/ Multi-State	FY 2016 - 2019 TIP	I-55	Over Mississippi River - Eastbound Lanes Bridge Improvements. $7.7M From Idot	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5548E-14/ Multi-State	FY 2016 - 2019 TIP	I-55	Over Mississippi River (Poplar St Bridge) Bridge Maintenance. $2.965 From Idot	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	No	No Significant Impact On VMT - Bridge Painting
Exempt - 93.126	MoDOT/ 6080-25/ St. Louis City	Long Range Plan - Connected 2045	I-64	At Vandeventer Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 2606D-11/ Multi-County-M	FY 2016 - 2019 TIP	I-64	Payback For 6I0978 (I-64 Corridor) $13.5 Million Per Year From 2011-2025	Roadway Reconstruction (No Additional Through Lanes)	Interstate	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 5305I-11/ St. Charles	FY 2016 - 2019 TIP	I-70	At Fairgrounds Road Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 4414G-12/ St. Louis	FY 2016 - 2019 TIP	I-70	At I-170 Interchange Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 5956-14/ St. Charles	FY 2016 - 2019 TIP	I-70	Warren County Line To Wentzville Parkway Pavement Improvements	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	MoDOT/ 4591B-15/ Multi-State	FY 2016 - 2019 TIP	Martin Luther King Jr. Bridge (MO 799)	Bridge Improvements On Martin Luther King Bridge Payback To Idot (Idot Letting Job)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5967-14/ St. Louis	FY 2016 - 2019 TIP	MO 141	MO 370 To Rider Trail South Pavement Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5966-14/ St. Louis	FY 2016 - 2019 TIP	MO 141	Riverport Dr South To Riverport Dr North Pavement Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5893-13/ Franklin	FY 2016 - 2019 TIP	MO 185	South Of I-44 To West Of Meramec River Pavement, Shoulders, And Curve Improvements	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5698-13/ Jefferson	FY 2016 - 2019 TIP	MO 21	MO B To MO H Pavement Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 5386C-12/ St. Louis	FY 2016 - 2019 TIP	MO 231	Franru Lane To North Of I-255 Pavement Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 4761I-12/ St. Louis City	FY 2016 - 2019 TIP	MO 30	Arsenal Avenue And Chippewa Blvd Signal, Lighting And ADA Facilities Improvements	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 4761H-12/ St. Louis City	FY 2016 - 2019 TIP	MO 30	Morganford Road And Kingshighway Signal, Lighting And ADA Facilities Improvements	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 4405G-09/ Jefferson	FY 2016 - 2019 TIP	MO 30	Over Saline Creek Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5381-13/ St. Louis City	FY 2016 - 2019 TIP	MO 30	St. Louis City Limits To I-55 Pavement Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5386G-13/ St. Louis	FY 2016 - 2019 TIP	MO 30	St. Louis City Limits To The Jefferson Co. Line Pavement Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 6394-15/ St. Louis City	FY 2016 - 2019 TIP	MO 30 Traffic Signals	Russell Blvd To Grand Blvd Replace Signals And Upgrade Detection	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5981-14/ St. Louis	FY 2016 - 2019 TIP	MO 340	At Fee Fee Road Signal, Lighting And ADA Upgrades	Traffic Operations	Principal Arterial	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 6063A-12/ Franklin	FY 2016 - 2019 TIP	MO 47	Over Missouri River From Augusta Bottom Rd To Third St Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5530-11/ Franklin	FY 2016 - 2019 TIP	MO Aj	St. John'S Creek Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	MoDOT/ 5729-15/ Franklin	FY 2016 - 2019 TIP	MO Bb	MO A To US 50 Pavement Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5386E-13/ St. Louis	FY 2016 - 2019 TIP	MO D	US 67 To I-170 Pavement Improvements	Roadway Resurfacing	Expressway	2025	Yes	
Exempt - 93.126	MoDOT/ 4421G-10/ St. Louis	FY 2016 - 2019 TIP	MO N And MO Ac	MO N: Evans Ln; MO Ac: MO U, Pohlman & Old Halls Ferry Signal , Lighting And ADA Facilities Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 5729D-14/ St. Charles	FY 2016 - 2019 TIP	MO W	US 61 To MO T Pavement Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	MoDOT/ 5729I-14/ Franklin	FY 2016 - 2019 TIP	MO Yy	MO A To MO 185 Pavement Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 5305C-11/ Franklin	FY 2016 - 2019 TIP	MO Yy	Over St. John'S Creek And Whiskey Creek Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	MoDOT/ 5306E-11/ St. Louis	FY 2016 - 2019 TIP	Or I-44	At Antire Pavement Improvements	Roadway Resurfacing	Expressway	2025	Yes	
Exempt - 93.126	MoDOT/ 5975-14/ Jefferson	FY 2016 - 2019 TIP	US 61	South Of Church Road To St Louis Co Line Pavement Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 6106-35/ St. Charles	Long Range Plan - Connected 2045	US 67	Mississippi River Raise And Relocate Roadway	Roadway Reconstruction (No Additional Through Lanes)	Principal Arterial	2035	Yes	
Exempt - 93.126	MoDOT/ 5962-14/ Multi-State	FY 2016 - 2019 TIP	US 67	Payment To Idot Bridge Improvements To Clark Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	MoDOT/ 6436A-15/ Multi-County-M	FY 2016 - 2019 TIP	Various	At Various Locations In The St.Louis District On Call Work Zone Enforcement	Traffic Operations	N/A	2025	No	No Significant Impact to VMT - Off Roadway
Exempt - 93.126	MoDOT/ 5983-14/ Regional-M	FY 2016 - 2019 TIP	Various	Minor Routes Pavement Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Maintenance At Various Locations

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 5517B-13/ St. Louis	FY 2016 - 2019 TIP	Various	On Various Routes In St. Louis County Create Bus Rapid Transit (Brt) And High Occupancy Vehicle (Hov) Lanes	Air Quality Related Improvement	Interstate	2025	No	No Significant Impact On VMT - Specific Routes Not Identified
Exempt - 93.126	MoDOT/ 4772-08/ Multi-County-M	FY 2016 - 2019 TIP	Various	Payback For Safe And Sound (800 Bridges) $1.273 Million/Year Until 2033	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2035	No	No Significant Impact On VMT - Payback Throughout State
Exempt - 93.126	MoDOT/ 5547-14/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Locations - Job Order Contracting For Pavement Repair (Non-Interstate/Asphalt)	Roadway Resurfacing	Principal Arterial	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/ 6331B-15/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Locations Enhancement Projects (ADA Upgrades)	Streetscape /Landscaping	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/ 5970A-15/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Locations In St.Louis City/ St.Louis County Job Order Contracting For Guardrail Repair At Various Locations	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/ 5723A-15/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Locations Job Order Contracting For Fence Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/ 5722A-15/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Locations Job Order Contracting For Guard Cable Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/ 5728-15/ Multi-County-M	FY 2016 - 2019 TIP	Various	Various Routes Job Order Contracting For Bridge Maintenance	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/ 5968-14/ Regional-M	FY 2016 - 2019 TIP	Various - Bridges (2018)	Various Locations Bridge Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/ 5969-14/ Regional-M	FY 2016 - 2019 TIP	Various - Pavement (18)	At Various Locations Pavement Improvements	Roadway Resurfacing	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/ 5548J-14/ St. Charles	FY 2016 - 2019 TIP	Various Bridges	10 Bridges In St Charles County Rehab Bridges	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	MoDOT/ 5547B-14/ Multi-County-M	FY 2016 - 2019 TIP	Varous	Various Locations - Job Order Contracting For Pavement Repair (Non-Interstate/Concrete)	Roadway Resurfacing	Principal Arterial	2025	No	No Significant Impact On VMT - Maintenance At Various Locations

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	MoDOT/IDOT/ 6090-25/ Regional	Long Range Plan - Connected 2045	Maintenance /Rehabilitation/Operation Imprvments	Regionwide	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/IDOT/ 6090A-35/ Regional	Long Range Plan - Connected 2045	Maintenance /Rehabilitation/Operation Imprvments	Regionwide	Traffic Operations	N/A	2035	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	MoDOT/IDOT/ 6090B-45/ Regional	Long Range Plan - Connected 2045	Maintenance /Rehabilitation/Operation Imprvments	Regionwide	Traffic Operations	N/A	2045	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	Moline Acres/ 6491-17/ St. Louis	FY 2016 - 2019 TIP	Monarch And Northumberland Road	Monarch Dr: Chambers Rd - To Berwyn Dr Northumberland Dr: MO 367 - Skyview Dr	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	New Haven/ 6324-15/ Franklin	FY 2016 - 2019 TIP	Maupin Street	Wall Street To 400' South Of The Locust Street Reconstruct Road - ADA Improvements	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	New Haven/ 6492-16/ Franklin	FY 2016 - 2019 TIP	Maupin Street, Phase 2	MO 100 To 375 Feet South Of Locust Street Resurfacing - Sidewalk - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	New Melle/ 6493-17/ St. Charles	FY 2016 - 2019 TIP	MO D & MO Z	MO D: Daniel Boone E.S. - MO Z; MO D-Mill St & New Melle Comm Ctr To Nichole Parc - Add Sidewalk	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Nextstep For Life/ 6533I-15/ Jefferson	FY 2016 - 2019 TIP	Vehicle Acquisition	Three (3) Minivans;One (1) Lower Floored Minivan One (1) Lower Floored Minivan	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Northside Youth & Sr Services/ 6533J-15/ St. Louis City	FY 2016 - 2019 TIP	Vehicle Acquisition	Three (3) 15 Passenger Vans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Northwoods/ 5601-13/ St. Louis	Carryover Project	Lillian Avenue	Nelson Drive To Melwood Avenue Resurfacing - Sidewalks - Curb/Gutter	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Northwoods/ 5653-12/ St. Louis	FY 2016 - 2019 TIP	Lillian Avenue Sidewalks	Nelson Road To Edgewood Avenue Sidewalk	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Oak Grove Village/ 6494-16/ Franklin	FY 2016 - 2019 TIP	E Springfield Rd Bridge	Over Winsel Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Oats/ 6533A-15/ Multi-County-M	FY 2016 - 2019 TIP	Vehicle Acquisition	Two (2) Wide Body Cutaways	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	OATS/ 5177C-10/	FY 2016 - 2019 TIP	Workforce Transportation	New Door To Door Service Acquisition Of Five Vehicles	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	O'Fallon/ 5365A-11/ St. Clair	FY 2016 - 2019 TIP	Exit 14 Interchange Beautification	I-64 And US 50	Streetscape /Landscaping	Interstate	2025	No	No Significant Impact On VMT - Off Road Enhancements

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	O'Fallon/ 5365B-11/ St. Clair	FY 2016 - 2019 TIP	Exit 14 Native Plantings	I-64 And US 50	Streetscape /Landscaping	Interstate	2025	No	No Significant Impact On VMT - Off Road Enhancements
Exempt - 93.126	O'Fallon/ 6539-15/ St. Clair	FY 2016 - 2019 TIP	Hincliffe, Schaefer, And Kampmeyer E.S. Sidewalks	Build Sidewalks Around Elementary Schools Sidewalk (4-6')	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	O'Fallon/ 6453B-14/ St. Clair	FY 2016 - 2019 TIP	Illini Bike TraIL And Ped Improvements	Extend Illini Bike Trail And Mark State St/Lincoln St To Frank Scott For Bike Route - Sidewalk Improvements	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	O'Fallon/ 6419-14/ St. Clair	FY 2016 - 2019 TIP	Milburn School Rd Sidewalk & Pedestrian Bridge	Pausch Rd To Red Hawk Ridge Lane Construct Sidewalk	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	O'Fallon/ 4660B-13/ St. Clair	FY 2016 - 2019 TIP	Milburn School Road, Phase 3	Merriam Pkwy To 2600 ' East Of Collinsville Rd	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	O'Fallon/ 6548-15/ St. Charles	FY 2016 - 2019 TIP	MO K Shared Use Path	Various Locations Along MO K - Feise To Technology Shared Use Path (10')	Bicycle Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	O'Fallon/ 6326-15/ St. Charles	Carryover Project	Pavement Program - 2015	Various Locations Along Mexico Rd, Knaust Rd, Homefield Blvd, Woodlawn Ave, And President'S Landing Dr	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	O'Fallon/ 6411-17/ St. Clair	FY 2016 - 2019 TIP	Porter Road	Simmons Rd To Obernuefemann Rd Reconstruction - Curb & Gutter - Widening	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	O'Fallon/ 6540-15/ St. Clair	FY 2016 - 2019 TIP	Seven Hills Road Sidewalk	Wildwood Ln To Amelia Carriel Jr High Sidewalk (4')	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	O'Fallon/ 6325-15/ St. Charles	FY 2016 - 2019 TIP	Wabash Avenue	Sonderen Street To East Of Edlen Lane Reconstruct Road - Sidewalk	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Pacific/ 6327-15/ Franklin	FY 2016 - 2019 TIP	Thornton Road, Phase 2	Molly'S Street To North Monroe Street Resurfacing - Add Sidewalk - Lighting	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Paraquad/ 5177A-10/ Multi-County-M	FY 2016 - 2019 TIP	Community Receptivity Enhancement	(5) Accessible Taxicabs	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt - 93.126	Paraquad/ 6534D-15/ Multi-County-M	FY 2016 - 2019 TIP	Operating Assistance	Two Year Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Paraquad/ 6533L-15/ Multi-County-M	FY 2016 - 2019 TIP	Vehicle Acquisition	One (1) Medium Duty Vehicle	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Pevely/ 6328-15/ Jefferson	Carryover Project	Herky-Horine Road	Commercial Blvd To West City Limit Resurfacing - Bridge Rehab - Lighting	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Pontoon Beach/ 6412-17/ Madison	FY 2016 - 2019 TIP	Mockingbird Lane	467 F N/O IL Rte 162 To 100 Ft S/O Terminal Rr Crossing Reconstruction - Curb & Gutter - Sidewalks	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Pony Bird/ 6533D-15/ Multi-County-M	FY 2016 - 2019 TIP	Vehicle Acquisition	One (1) Lowered Floor Minivan; One (1) Wide Body Cutaway	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	Sauget/ 6413-17/ St. Clair	FY 2016 - 2019 TIP	Falling Springs Road	Queeny Ave To City Limits Resurfacing - Sidewalks	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Shiloh/ 5666A-12/ St. Clair	FY 2016 - 2019 TIP	Central School District 104 Sidewalks	Various Locations Near Schools Construct, Replace, Or Repair Sidewalk	Pedestrian Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Shiloh/ 6541-15/ St. Clair	FY 2016 - 2019 TIP	Lebanon Avenue Sidewalk	Sierra Dr To Towerview Baptist Church Sidewalk (7')	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Shiloh/ 6453A-14/ St. Clair	FY 2016 - 2019 TIP	Scott Afb Ped/Bike TraIL Along Seibert Rd	Southridge Dr To Johnson Rd Shared Use Path	Bicycle Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Shrewsbury/ 6330-15/ St. Louis	FY 2016 - 2019 TIP	Street Improvements - 2015	Weil: Shrews - City Limits; Kenrick Manr/Trian: Laclede Stn To Watson; Shrewsbury Ave: Weil To Murdoch	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St Elizabeth Adult Day Care Center/ 6533N-15/ Multi-County-M	FY 2016 - 2019 TIP	Vehicle Acquisition	One (1) 15 Passenger Van	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	St Louis Life/ 6533P-15/ St. Charles	FY 2016 - 2019 TIP	Vehicle Acquisition	One (1) 15 Passenger Van	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	St. Charles/ 6497-17/ St. Charles	FY 2016 - 2019 TIP	Droste Road	Duchesne Drive To West Clay Street Reconstruction	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Charles/ 6549-15/ St. Charles	FY 2016 - 2019 TIP	First Capitol/Fifth St	1St Capitol: Fifth St To E/O 2Nd; 5Th: 1St Cap To Madison Upgrade Ped Facility (5') - Utility Relocation	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	St. Charles/ 6333-15/ St. Charles	FY 2016 - 2019 TIP	Zumbehl Road/Friedens Road	Veteran'S Memorial Parkway To Arena Parkway Slab Replacement - Diamond Grind - ADA Improvements	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Charles County/ 6460A-16/ St. Charles	Carryover Project	Hopewell Road Bridge	Over Unnamed Tributary To Dardenne Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Charles County/ 5203C-16/ St. Charles	FY 2016 - 2019 TIP	Nahm Road	Over Tributary Of Sehrt Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	St. Charles County/ 6460B-15/ St. Charles	FY 2016 - 2019 TIP	North Point Prairie Bridge	Bridge Over Unnamed Tributary To Mccoy Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Charles County/ 5203-10/ St. Charles	FY 2016 - 2019 TIP	Off-System Bridges	Setaside For Various Deficient Bridges Balance Of Funds (Thru Fy 16)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Setaside For Deficient Bridges

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Charles County/ 6498-17/ St. Charles	FY 2016 - 2019 TIP	QuaIL Ridge Parkway	Quail Ridge Park To Prospect Lane Reconstruction	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Charles County/ 5203B-15/ St. Charles	FY 2016 - 2019 TIP	Schnarre Road	Over Tributary Of Sams Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	St. Charles County/ 6499-17/ St. Charles	FY 2016 - 2019 TIP	South Point Prairie	At Jackson Road Reconstruction	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Charles County/ 5203D-15/ St. Charles	FY 2016 - 2019 TIP	South Shore Road Bridge	Over Tributary Of Mississippi River Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	St. Charles County/ 6500-17/ St. Charles	FY 2016 - 2019 TIP	Westwood Drive	MO 94 To South Breeze Lane Reconstruction	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis/ 6502A-16/ St. Louis City	FY 2016 - 2019 TIP	Columbia And Southwest Bridge	Over Union Pacific Railroad Pe For Bridge Replacement And Row	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	No	No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Construction

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis/ 6560-15/ St. Louis City	FY 2016 - 2019 TIP	Forest Park Parkway Bridge	Over Metrolink Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis/ 6501-16/ St. Louis City	FY 2016 - 2019 TIP	Germania Street	Gravois Avenue (MO 30) To I-55 Resurfacing - Pedestrian Facilities	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis/ 6337-15/ St. Louis City	FY 2016 - 2019 TIP	Newstead Avenue	St. Louis Avenue To Natural Bridge Avenue Sidewalk Replacement - Lighting - Resurfacing	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis/ 5205B-13/ St. Louis City	FY 2016 - 2019 TIP	Off-System Bridge Maintenance	Maintenance And Repair Of 8 Bridges	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	St. Louis/ 5205-10/ St. Louis City	FY 2016 - 2019 TIP	Off-System Bridges	Setaside For Various Deficient Bridges Balance Of Funds (Thru Fy 16)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Setaside For Deficient Bridges
Exempt - 93.126	St. Louis/ 5799-14/ St. Louis City	Carryover Project	South Broadway Streetscape - Phase 2	River Des Peres To Courtois Street Sidewalks - Lighting - ADA Improvements	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	St. Louis/ 5205A-14/ St. Louis	FY 2016 - 2019 TIP	Ticketing Dr & Lambert Int'L Dr	Rehabilitate Bridges Bridges # 13679 And 13680	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis/ 6550-16/ St. Louis City	FY 2016 - 2019 TIP	Washington Avenue	Grand Blvd To The Sheldon Concert Hall Pedestrian Facilities (12') - Lighting - Shared Ln Marking	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	St. Louis County/ 6503E-16/ St. Louis	FY 2016 - 2019 TIP	Banshee Road - 2017	James S. Mcdonnell Boulevard To 0.45 Miles West Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503N-16/ St. Louis	FY 2016 - 2019 TIP	Baur Boulevard/ Guelbreth Lane - 2017	Baur Blvd: Warson-Lindbergh; Guelbreth: Schuetz- Old Olive Street Rd - Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503B-17/ St. Louis	FY 2016 - 2019 TIP	Baxter Road (North) - 2018	Clayton Road To Claymont Estates Drive Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503K-16/ St. Louis	FY 2016 - 2019 TIP	Baxter Road (West)-2017	Clarkson Road To 0.1 Mile North Of Country Field Drive Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503C-16/ St. Louis	FY 2016 - 2019 TIP	Bellefontaine Road (North)-2018	Chambers Road To I-270 Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503P-16/ St. Louis	FY 2016 - 2019 TIP	Bellefontaine Road (South)-2018	Chambers Road To St. Louis City Limits Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6341-15/ St. Louis	FY 2016 - 2019 TIP	Big Bend Boulevard Central	MO 100 To Laclede Station Road Resurfacing - Rt Turn Ln At MO 100	Roadway Resurfacing	Minor Arterial	2025	Yes	

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Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis County/ 6503O-16/ St. Louis	FY 2016 - 2019 TIP	Buckley Road-2017	Lemay Ferry Road(MO 267) To Sappington Barracks Road Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6354-16/ St. Louis	FY 2016 - 2019 TIP	Butler Hill Road	0.1 Mile W/O I-55 To MO 21 Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 5804-14/ St. Louis	Carryover Project	Christopher Drive	Becker Rd To Telegraph Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503D-16/ St. Louis	FY 2016 - 2019 TIP	Clayton Road (West)-2017	Hanley Road To Louwen Drive Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6552-15/ St. Louis	FY 2016 - 2019 TIP	Conway Road Sidewalk	Mason Rd To Mason Rd Sidewalk (5')	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	St. Louis County/ 6461A-15/ St. Louis	FY 2016 - 2019 TIP	Creve Coeur Mill Bridge-2016	Over Branch Of Creve Coeur Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503M-16/ St. Louis	FY 2016 - 2019 TIP	Dielman Road-2017	Olive Boulevard To Page Avenue. Resurfacing-Bike Lanes	Roadway Resurfacing	Minor Arterial	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis County/ 6503G-16/ St. Louis	FY 2016 - 2019 TIP	Dorsett Road (West) - 2017	I-270 To 160 Feet West Of 2Nd Commercial Ent. To Dorsett Village Shopping Plaza - Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6353-15/ St. Louis	FY 2016 - 2019 TIP	East Concord And Reavis Road	E. Concord: MO 21 To Von Talge - Reavis: MO 21 To Mackenzie Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6349-16/ St. Louis	FY 2016 - 2019 TIP	Fee Fee Road	MO 340 To 430' W/O Bennington Pl Replace Damaged Concrete Slabs	Roadway Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6348-16/ St. Louis	FY 2016 - 2019 TIP	Halls Ferry Road	St. Cyr Rd To St. Louis City Limits Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6346-16/ St. Louis	FY 2016 - 2019 TIP	Hanley Road - B	MO D To MO 180 Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503H-16/ St. Louis	FY 2016 - 2019 TIP	Hawkins-Fuchs Road/Old Lemay Ferry Road-2017	Hawkins-Fuchs: Meramec Bottom - Old Lemay Ferry Old Lemay Ferry: Lemay Ferry To Hawks-Fuchs	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503R-16/ St. Louis	FY 2016 - 2019 TIP	Jennings Station Road (South) Infrastructure	West Florissant Avenue To 260' Sw Of Hord Avenue Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6355-15/ St. Louis	FY 2016 - 2019 TIP	Kehrs Mill Road	Clarkson Rd To Clayton Rd Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	

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Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis County/ 6503A-17/ St. Louis	FY 2016 - 2019 TIP	Kerth Road-2018	Meramec Bottom Road To Butler Hill Road Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503L-17/ St. Louis	FY 2016 - 2019 TIP	Koch Rd/Robert Koch Hospital Rd - 2018	Koch Rd: 270' S/O Kinswood Ln -120' S/O Robert Koch Hospital Rd, Robert Koch Hospital Rd To Pottle	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6461B-15/ St. Louis	FY 2016 - 2019 TIP	Lackland Road Bridge	Over E Tributary Of Fee Fee Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 5807-14/ St. Louis	FY 2016 - 2019 TIP	Lilac Avenue Infrastructure	Chambers Rd To I-270 Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503Q-16/ St. Louis	FY 2016 - 2019 TIP	Lucas & Hunt (South) - 2017	West Florissant Avenue To Hord Avenue Replace Damaged Concrete Slabs	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6347-16/ St. Louis	FY 2016 - 2019 TIP	Lucas And Hunt Road	MO 180 To Woodrow Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6352-16/ St. Louis	FY 2016 - 2019 TIP	Marine Avenue	Mckelvey Rd To Dorsett Rd Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	

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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis County/ 5809-14/ St. Louis	FY 2016 - 2019 TIP	Meramec Bottom Road & Ambs Road	Meramec Bottom Rd - Kerth Rd To MO 21 Ambs Rd - Mattis Rd To Butler Hill Rd	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 5810-15/ St. Louis	FY 2016 - 2019 TIP	Missouri Bottom Road	Fee Fee Rd To I-270 Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6358-15/ St. Louis	FY 2016 - 2019 TIP	Musick Avenue Bridge	Over Gravois Creek Replace Bridge - Build Sidewalk	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 5204A-13/ St. Louis	FY 2016 - 2019 TIP	New Ballwin Road	Over Kiefer Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	St. Louis County/ 6359-16/ St. Louis	FY 2016 - 2019 TIP	North & South Road Infrastructure	Delmar To MO 340 Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6344-15/ St. Louis	FY 2016 - 2019 TIP	North Hanley Road - C	6O' N/O Madison Ave To 1100 ' S/O Frost Ave Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6345-16/ St. Louis	FY 2016 - 2019 TIP	North Hanley Road - D	1100' S/O Frost Ave To 60' N/O Morningaire Circle Replace Damaged Concrete Slabs	Roadway Resurfacing	Principal Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis County/ 5204-10/ St. Louis	FY 2016 - 2019 TIP	Off-System Bridges	Setaside For Various Deficient Bridges Balance Of Funds (Thru Fy 16)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Setaside For Deficient Bridges
Exempt - 93.126	St. Louis County/ 5204B-13/ St. Louis	FY 2016 - 2019 TIP	Old Baumgartner Road	Over Mattese Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	St. Louis County/ 6561-15/ St. Louis	FY 2016 - 2019 TIP	Old Halls Ferry Rd Bridge	Over Coldwater Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503F-17/ St. Louis	FY 2016 - 2019 TIP	Old Jamestown Road (West)-2018	Vaile Avenue To Shackelford Road/Douglas Road. Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6551-15/ St. Louis	FY 2016 - 2019 TIP	Old Jamestown Road Sidewalk	Old Jamestown Forest Dr To Jerries Ln Sidewalk (5')	Pedestrian Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	St. Louis County/ 6343-15/ St. Louis	FY 2016 - 2019 TIP	Old State Road	MO 109 To Old State Spur Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 5812-13/ St. Louis	Carryover Project	Parker Road Bridge	Over Branch Of Coldwater Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis County/ 5813-14/ St. Louis	FY 2016 - 2019 TIP	Ringer Road	Lemay Ferry Rd To Milburn Rd Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503I-16/ St. Louis	FY 2016 - 2019 TIP	Sappington Barracks Road-2017	Telegraph Road (Mo231) To Barracks View Road Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6357-15/ St. Louis	FY 2016 - 2019 TIP	St. Charles Rock Road East	Taussig Road East To Pennridge Lane Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6503J-17/ St. Louis	FY 2016 - 2019 TIP	Summit Road-2018	Gravois Road (MO 30)To Bowles Avenue Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6342-15/ St. Louis	FY 2016 - 2019 TIP	Union Road (2016)	Lindbergh Boulevard To 0.15 Mi S/O Reavis Barracks Rd Resurfacing - Replace Damaged Slabs	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 6562-15/ St. Louis	FY 2016 - 2019 TIP	Vance Rd Bridge	Over Fishpot Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6356-16/ St. Louis	FY 2016 - 2019 TIP	Vance Road	Meramec Station Rd To Valley Park City Limits. Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Louis County/ 6350-15/ St. Louis	FY 2016 - 2019 TIP	Washington Street	Lindbergh Boulevard To Rue St. Pierre Replace Damaged Concrete Slabs.	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Louis County/ 5815-14/ St. Louis	Carryover Project	Wells Road	MO 21 To Meramec Bottom Rd Resurfacing - ADA Improvements	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	St. Louis County/ 6531-15/ St. Louis	FY 2016 - 2019 TIP	West Florissant Avenue	I-270 To Rail Trestle At Buzz Westfall Center Preliminary Engineering - Great Streets	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt - 93.126	St. Louis County/ 6503S-16/ St. Louis	FY 2016 - 2019 TIP	Westport Plaza Drive/Marine Avenue - 2017	Lackland Road To Glenmeade Drive (Excluding MO D And I-270 Crossings) - Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	St. Peters/ 6563-15/ St. Charles	FY 2016 - 2019 TIP	Jungermann Rd Bridge	Over Branch Of Spencer Creek Replace Culverts (23077 And 23079)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Peters/ 6553-15/ St. Charles	Carryover Project	Mexico Road Shared Use Path Bridge	Over Dardenne Creek Shared Use Path (10')	Bicycle Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	St. Peters/ 6504-17/ St. Charles	FY 2016 - 2019 TIP	Mexico Road, Phase 2	Dardenne Creek Bridge To Mid Rivers Mall Drive Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	St. Peters/ 6304-15/ St. Charles	FY 2016 - 2019 TIP	Sutters Mill Road Bridge	Over Spencer Creek Replace Bridge - Sidewalk	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	Sunset Hills/ 5819-13/ St. Louis	FY 2016 - 2019 TIP	West Watson Road	S. Lindbergh Blvd. To Robyn Road Resurfacing - Sidewalks	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Touchette Regional Hospital/ 6534G-15/ St. Clair	FY 2016 - 2019 TIP	Digital Dispatch System		Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact to VMT - Off Roadway
Exempt - 93.126	Town & Country/ 6505-16/ St. Louis	FY 2016 - 2019 TIP	Clayton Road	At Ballas Rd Intersection/Crosswalk Improvements	Pedestrian Facilities - Construction	Minor Arterial	2025	Yes	
Exempt - 93.126	Trailnet/ 4609-08/ Multi-State	FY 2016 - 2019 TIP	Old Chain Of Rocks Bridge Ph 3	Over The Mississippi River SAFETEA-LU Earmark - Sec. 1702 # 1196 - MO 106	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Troy/ 5634-15/ Madison	FY 2016 - 2019 TIP	Spring Valley Road, Phase 3	560 Ft N.Of Austin Dr To 475 Ft S. Of Charleston Dr Reconstruction, Curb And Gutter, Sidewalks	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Union/ 6363A-16/ Franklin	FY 2016 - 2019 TIP	Denmark Road, Phase 2	Over Tributary Of Bourbeuse River Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Union/ 6363-15/ Franklin	FY 2016 - 2019 TIP	Denmark Road, Phase 2	St. Andrews Dr To Grandview Farms Dr Resurfacing - Construct Sidewalk	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Union/ 5820-13/ Franklin	Carryover Project	Judith Spring Road Bridge	Over Flat Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Union/ 5821-13/ Franklin	Carryover Project	Prairie Dell Road, Phase 2	Prairie Dell Plaza Drive To College Road	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Union/ 6463-16/ Franklin	FY 2016 - 2019 TIP	W. Springfield Avenue	Independence Drive To Oak Street Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	University City/ 6464-16/ St. Louis	FY 2016 - 2019 TIP	Forsyth Boulevard	Big Bend Blvd. To Western City Limit Resurfacing-Bike Facilities	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	University City/ 6364-15/ St. Louis	FY 2016 - 2019 TIP	Jackson/Balson Ave Pedestrian Improvements	Balson - Hanley Rd To Purdue Ave; Jackson Ave - Shaftesbury Ave To Balson Ave	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/ped Facilities

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	University City/ 6564-15/ St. Louis	FY 2016 - 2019 TIP	Kingsland Ave	Over Ne Branch Of River Des Peres Repair Culvert	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	University City/ 6554-15/ St. Louis	FY 2016 - 2019 TIP	Shared Lane Markings	Old Bonhomme: Centennial Grnwy - 81St; 81St: Ob-Olive 82Nd: Olive - Groby; Purdue: Olive - Canton; Jack: Delmr To Univ Dr	Bicycle Facilities - Construction	Urban Collector or Rural Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Valmeyer/ 5495-11/ Monroe	FY 2016 - 2019 TIP	Bluff Meadows Bike Ped Connector	South Of Valmeyer K-12 School To East Of Bluff Meadows Subdivision - Construct Sidewalk/Shared Use Path	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Washington/ 6466-16/ Franklin	FY 2016 - 2019 TIP	Bieker/Steutermann Roads	Bieker Rd: MO 47 To City Limit; Steutermann Rd: MO A To MO 47 - Resurfacing	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Washington/ 6365-15/ Franklin	FY 2016 - 2019 TIP	Bluff Road	MO 100 To Vossbrink Drive Resurfacing - Add Right Turn Ln At MO 100	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Washington/ 5558-13/ Franklin	Carryover Project	Jefferson Street	Over Busch Creek Bridge Reconstruction	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Waterloo/ 5666H-12/ Monroe	FY 2016 - 2019 TIP	Bellefontaine Dr And Market St	Construct, Replace Or Repair Sidewalks	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Waterloo/ 5666I-12/ Monroe	FY 2016 - 2019 TIP	Bellefontaine Dr And Market St	Install New Or Improved Signage	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/ped Facilities
Exempt - 93.126	Waterloo/ 5666P-13/ Monroe	FY 2016 - 2019 TIP	Crossing Guard Training Program	At Rogers Elementary, Zahnow Elementary, And Waterloo Junior High Schools	Education/ Marketing	N/A	2025	No	No Significant Impact On VMT - Education/ Marketing Program
Exempt - 93.126	Waterloo/ 6405-17/ Monroe	FY 2016 - 2019 TIP	Hamacher, Osterhage, And Bradford Resurfacing	Hamacher: Rogers - Osterhage; Bradford: Old 3 - Rogers Osterhage: Briarcliff - Hamacher	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	Webster Groves/ 6462-15/ St. Louis	FY 2016 - 2019 TIP	N. Rock Hill Road Bridge	Over Shady Grove Creek (And Approaches) Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Weldon Spring/ 5825-13/ St. Charles	Carryover Project	Independence Road, Phase 3	Wolfrum Road To 350 Feet West Of Nancy Lane Reconstruct - Multi-Use Path	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Weldon Spring/ 6366-15/ St. Charles	FY 2016 - 2019 TIP	Independence Road, Phase 4	350 Feet W/O Nancy Lane To Galahad Drive Reconstruct Road - Construct Multi-Use Path	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Wentzville/ 6367-15/ St. Charles	Carryover Project	Corporate Parkway	Veterans Memorial Parkway To S. Callahan Rd Reconstruct Road - Build Sidewalk	Roadway Reconstruction (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Wildwood/ 6369-15/ St. Louis	FY 2016 - 2019 TIP	Bouquet Road Bridge	Over Tavern Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Wildwood/ 6467-16/ St. Louis	FY 2016 - 2019 TIP	Eatherton Road Bridge	Over Bonhomme Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Wildwood/ 5828-13/ St. Louis	FY 2016 - 2019 TIP	Fox Creek Bridge	Over Fox Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Wildwood/ 5829-13/ St. Louis	Carryover Project	Manchester Road	MO Route 109 West To MO Route 100 Resurfacing - Widening Pavement For Bike Lns	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	
Exempt - 93.126	Wildwood/ 6555-15/ St. Louis	Carryover Project	MO 100 Shared Use Path Bridge	At 0.2 Miles East Of MO 109 Shared Use Path	Bicycle Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	Wildwood/ 6565-15/ St. Louis	FY 2016 - 2019 TIP	Strecker Rd Bridge	Over Caulks Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Collector or Rural Major Collector	2025	Yes	

Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

Air Quality	Sponsor/ TIP#/ County	Status	Project	Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	Wildwood/ 6368-15/ St. Louis	FY 2016 - 2019 TIP	Wild Horse Creek Road Bridge	Over Branch Of Wild Horse Creek Replace Bridge - Realign Road	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Wildwood/ 5617-13/ St. Louis	FY 2016 - 2019 TIP	Woods Road Bridge	Over Hamilton Creek. Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	Wood River/ 6522-18/ Madison	FY 2016 - 2019 TIP	6Th Street	E. Edwardsville Road To Woodland Ave Resurfacing - Sidewalk	Roadway Resurfacing	Urban Collector or Rural Major Collector	2025	Yes	

Appendix B
Population and Employment Forecasts

B-1. Background

Population and employment projections are a key input into this air quality analysis. These projections are used to determine future travel demand and travel patterns and the effect these will have on mobile source emissions. The population and employment projections used in this analysis are based upon those developed for *Connected2045*. The projections extend out in ten-year increments to the year 2045, which is the horizon year of the Plan.

B-2. 2013 Base Year

The base year for this analysis is 2013. The baseline for population-incorporated population counts is from the 2013 Census Population Estimates. Employment baselines were created using a blending of sources, including Dun and Bradstreet, the Longitudinal Employer-Household Dynamics (LEHD) data set, American Community Survey, as well as county and regional employment estimates from the U.S. Bureau of Labor Statistics and the U.S. Bureau of Economic Analysis.

B-3. Projection Methodology

Population and employment projections were developed at regional, county, and small-area scales. The regional population projection was based on a cohort-survival model. The regional employment projection was developed by consultants at the LEAMGroup, using a regional input-output model. Regional population and employment projections were then allocated to the county level by the LEAMGroup using a nonlinear dynamic model that draws on historical patterns to project county shares of regional growth. Forecasts were then compared with local plans and county forecasts prepared by state government agencies, with input from local planners.

County-level employment and population projections were allocated to the transportation analysis zone level, which is the disaggregate level of geography used in travel demand forecasting. This was achieved by the Land Use Evolution and Assessment Model (LEAM). Assumptions guiding the allocation model included zonal development attractiveness or probability values, the influence of existing development patterns and development trends, and zonal holding capacity. Aggregate development attractiveness values were derived for each zone via a spatial analysis process which considered distances of 30 meter by 30 meter cells from various spatial interaction factors. The factors considered during this process included employment location, interstate highway interchanges, major highway intersections, bus service, MetroLink service and free-standing communities.

Population and employment projections through 2045 are shown in Tables B-1 and B-2.

Table B-1 Population Projections by County: 2013 - 2045					
Jurisdiction	**2013**	**2015**	**2025**	**2035**	**2045**
Missouri					
City of St. Louis	318,416	317,857	315,077	312,321	309,590
St. Louis County	1,001,444	1,002,057	1,004,699	1,006,228	1,006,115
St. Charles County	373,495	385,922	439,546	470,564	468,263
Jefferson County	221,396	225,267	241,968	251,629	250,912
Franklin County	101,816	103,458	110,541	114,638	114,334
Illinois					
Madison County	267,225	268,617	274,623	278,097	277,840
St. Clair County	266,955	267,273	268,643	269,435	269,376
Monroe County	33,493	34,350	38,047	40,185	40,026
Region	2,584,240	2,604,801	2,693,144	2,743,097	2,736,456
Source: East-West Gateway Council of Governments					

Table B-2 Employment Projections by County: 2013 - 2045					
Jurisdiction	**2013**	**2015**	**2025**	**2035**	**2045**
Missouri					
City of St. Louis	276,712	274,249	283,606	289,735	289,903
St. Louis County	754,422	760,073	779,939	790,765	792,650
St. Charles County	179,105	186,913	214,360	229,319	231,924
Jefferson County	76,787	79,286	88,072	92,860	93,694
Franklin County	51,340	52,508	56,613	58,850	59,239
Illinois					
Madison County	127,105	128,335	132,661	135,018	135,428
St. Clair County	127,215	129,207	136,208	140,024	140,688
Monroe County	13,864	14,414	16,346	17,399	17,582
Region	1,606,550	1,624,985	1,707,805	1,753,970	1,761,108
Source: East-West Gateway Council of Governments					

Appendix C
Travel Demand Modeling Procedures, Assumptions and Forecasts

C-1. Overview

The current TIP 2016-19 conformity analysis meets the specific latest planning requirements as outlined in 40 CFR §93.110 and further clarified in the joint memorandum issued by the U.S. Environmental Protection Agency (USEPA) and the U.S. Department of Transportation (DOT) on January 18, 2001. Section 176(c)(1)(B)(iii) of the Clean Air Act (CAA) states that "....[t]he determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates."

C-2. Latest Planning Assumptions

Several areas have been highlighted by USEPA and US DOT that fall under the use of latest planning assumptions:

1. Travel Demand Model
2. Land Use, Population and Employment Assumptions
3. Transit Service Policy Changes, Toll Changes
4. Travel and Congestion Estimates
5. Interagency Consultation

C-2.1 Travel Demand Model

The outputs from the EWG Travel Demand Model are being used in this conformity analysis. The base year for this model is 2010. EWG has developed an accurate base year network, and is continuously making updates to highway and transit networks to accurately represent the future analysis year networks. The analysis years for both pollutants, ozone and $PM_{2.5}$, and both states are the same: 2015, 2025, 2035 and 2045. This has been discussed in more detail in the main Air Quality Determination document.

C-2.1.1 Introduction

Among EWG's responsibilities is the development and maintenance of a regional travel demand model. The St. Louis regional travel demand model, known as "TransEVAL", has been developed for use in regional transportation planning and corridor planning. It provides

multi-modal travel demand forecasts for motorized and non-motorized modes for the entire East West Gateway planning area. This documentation is intended to provide an overview of the model and its validation.

As the first step for any travel model development, local travel patterns are surveyed and documented. In 2002, EWG initiated a household survey that formed the basis of the new travel model, this effort was paralleled by an on-board passenger survey to observe and document transit travel patterns. These local travel patterns and conditions form the basis for model development and guide the process. Limited scope validation was performed in-house for the base year 2010. Latest planning assumptions and land use information was applied, as well as making use of American Community Survey data.

TransEval is a traditional four-step trip-based model, as shown in Figure 1, that is implemented for the entire region, including the City of St. Louis, the Missouri counties of St. Louis, St. Charles, Franklin, Jefferson and the Illinois counties of Madison, St. Clair and Monroe. Figure 2 shows the entire EWG planning area included in the model.

Figure 1: TransEval—Four Step Trip Based Model

Primary inputs for TransEval model include regional land use and demographic data as well as the highway and transit networks. For forecasting purposes, the St. Louis region is disaggregated into 2,527 traffic analysis zones (TAZ) aggregated into either a 35 district or 17 super-district systems. Land use, population, and economic activities in each TAZ are estimated for each forecast year. Highway networks are directionally coded for divided highways and arterials and include any roadway functionally classified as a collector or higher. Transit networks include bus and light rail systems owned and operated by Metro, St. Clair County Transit District, and Madison County Transit District and includes park and ride lots as well.

Figure 2: EWG COG Planning Area

C-2.1.2 Model Summary

Population and Land-Use Forecasts

Population and employment projections are a key input into the travel demand model. These projections are used to determine future travel demand and travel patterns and the effect these will have on the various travel options available.

The baseline for 2010 population incorporates population counts from the 2010 Census. Employment baselines were created using a blending of sources, including the Census Transportation Planning Package (CTPP), the Longitudinal Employer-Household Dynamics (LEHD) data set, and commercial business lists, as well as county and regional employment estimates from the U.S. Bureau of Labor Statistics and the U.S. Bureau of Economic Analysis. For more details, please refer to Appendix B: "Population and Employment Forecasts".

Traffic Analysis Zones

In TransEval, the eight county St. Louis region is disaggregated into 2,527 traffic analysis zones (TAZ), with land use, population, and economic activities in each TAZ estimated for each forecast year. The size for each TAZ is related to the land use, for areas that have dense land use, either in terms of population or economic activity, the TAZ size is smaller. The TAZs are aggregated into 35 districts for the purpose of summarizing model outputs and conducting reasonableness checks. The model has six area types—rural, suburban, urban, core, business and entertainment, and central business district—that are used for calibration and highway link capacity calculations.

Highway Network

The highway network encompasses the eight county planning area. As is typical for regional models, the network generally goes down to the collector level, although it contains a few smaller roads to accommodate the transit network. Also a limited number of local roads are included in the highway network. The highway network has 14,916 centroid connectors, and 68 external stations.

The network includes posted speed limits, number of lanes, distance, functional class, and average annual daily traffic (AADT) for 2010. The distances for all centroid connectors for a zone represent the average distance required for a person to travel in or out of a zone. The free-flow speed is equal to the posted speed limit. The model estimates lane capacity based on level-of-service E, using design criteria from the 2000 edition of the Highway Capacity Manual. Capacity estimates are based on functional class, area type, posted speed, and number of lanes.

Transit Network

The St. Louis area transit network currently comprises three modes: local buses, express buses, and MetroLink light rail. TransEval includes a detailed network of the transit facilities including all local and express bus routes, MetroLink rail lines, walk access and egress routes are also generated. Bus routes follow the highway links and their speeds are a function of highway link speed adjusted for dwell time at stops. MetroLink rail speed is schedule based, the base year model has 2010 schedules coded in. Besides walk to transit, drive to transit or travel to Park and Ride Lots are also modeled.

The network has two transit networks; for morning peak travel (6 to 9 a.m.) and for off-peak travel (9 a.m. to 2 p.m.). Transit fares are also used in mode selection. For the base year the corresponding 2010 fares are used.

Trip Generation

The model uses a cross-classification trip production technique that calculates productions using household size and automobile availability. There are a total of 17 trip purposes, with home based work, home based other, non-home based, and home based shopping being the important ones. In determining the auto ownership, transit accessibility is taken into account as well. For home-based work trips, the model also uses the number of workers in a household and household income group. In addition to the core calculations of productions, several submodels are employed to provide information necessary to support the trip production calculations. These submodels are shown in Figure 3:

- Area type
- Automobile ownership
- Household size distribution
- Household worker distribution
- Household income distribution
- Joint distribution

The trip attraction model is based on a set of linear equations using aggregated zone-based socioeconomic data, which generate independent estimates of attractions. Employment and household data are used as attractor variables.

There are also three asserted models: airport trips, university trips and a truck model. External trips are fixed percentages for truck trips, through-traffic trips, work trips, and non-work-based trips, based off of an external station volume forecast.

Trip Distribution

The destination choice (trip distribution) and mode choice modules are the second and third major program steps within the 4-step model process. In TransEval application, both the mode choice and the destination choice steps are computed jointly by production zone. The logsum from mode choice is used as the primary variable to determine impedance.

The destination choice model estimates the probability of selecting a particular attraction zone for a given zone of production, as defined by the regional network and zone system. The model is a “destination choice” type because it is based on behavioral data describing individual choice behavior and uses a logit-based formulation to estimate the probability of a traveler selecting a particular attraction zone.

Figure 3: Trip Generation Sub-models Flow Chart

The model also uses a series of standard gravity distribution models to estimate the distribution of special-purpose trips, including airport trips, truck trips, on-campus university trips, and external trips. A gravity model assigns larger numbers of trips between zones with a lot of development and that are close together, and fewer trips between smaller zones with a small amount of development and that are farther apart.

To better predict destination choice behavior, the model includes a distance variable and transformations of the distance variable (2nd and 3rd power, natural log). Other variables in the distribution model are dummy variables and associated constants for intrazonal trips, river crossings, intercounty movements, inter-state travel, and movements between specific

destination and production area types. The destination choice model includes the following variables:

- Relative attractions based on employment
- Mode choice logsums
- Distance impedance
- Area type at production and attraction ends
- Intrazonal factors
- Illinois-Missouri crossing
- County crossing
- Income group (for home-based work trips)

Mode Choice

The mode choice model uses a nested logit structure comprising 13 mode alternatives and a future-mode alternative, as well as a joint mode choice/destination choice algorithm. Productions are distributed simultaneously to zones and are split into modes. Mode choice variables include:

- Trip purpose
- Income
- In-vehicle time (transit and autos)
- Egress and access times
- Transfer time
- Wait time
- Transit fare (stratified by income)
- Auto operating cost (stratified by income)
- Parking cost (stratified by income)
- Area Type

The mode choice nesting structure is shown in Figure 4.

Figure 4: Mode Choice Nested Logit Structure
Where:
SR=Shared Ride
DA=Drive Alone
2P=2 Persons in car
3+P= 3 or more Persons in Car

Feedback Loop

In TransEval there is a feedback loop from assignment to trip distribution step, with a tight convergence criteria. This step feeds back the congested travel time, both highways and transit, into the distribution step as zone to zone congested travel time skims to ensure equilibration between travel times going into the destination choice model and what is coming out of the same step to ensure that there is stability in the choice of mode and destination.

In TransEval there are both highway and transit skims, for peak congested conditions as well as for off-peak conditions, that are fed back to the distributions step. This is to ensure that the model is sensitive to changes in travel time, cost, and other factors affecting travel choices in the different time periods of the day and by mode. Figure 5 shows the feedback loop.

Figure 5: TravsEval Feedback Loop

Time of Day

The time of day model is applied before the traffic assignment step. Inputs include all of the purpose-specific person-trip tables and both the hourly and directional factors by trip purpose. The resulting output is tables by time period prepared for assignment, both for highways and transit networks.

The time periods estimated by the model include:

- AM: 6:00am – 9:00am
- Midday: 9:00am – 2:00pm
- PM: 2:00pm – 7:00pm
- Night: 7:00pm – 6:00am

In addition to the diurnal factors, another set of factors is used to estimate the peak hour share of each period. The peak hour factors are:

- AM Peak: 0.423 (3 hour period)
- Midday Peak: 0.224 (5 hour period)
- PM Peak: 0.237 (5 hour period)
- Night Peak: 0.273 (11 hour period)

The actual shares were based on "trips in motion" which uses the number of trips reported in motion during any given hour, which is consistent with the way in which trips are assigned in the model.

Assignment

Highway and transit assignments are carried out separately. For highways, the 24 hour day is divided into 4 time periods, each period is assigned separately. Within each period, the peak hour flows are also calculated. To assign trips to the highway network, TransEval employs the user equilibrium process. The user equilibrium process assigns the trips between each origin and each destination zone in such a way that, at the end of the process, no trip can reduce its travel time by changing its path. In other words, taking into account the congestion produced by all other trips in the region, each trip is taking the shortest path. There are three user classes that are assigned simultaneously:

- Single occupancy vehicles
- High occupancy vehicles
- Trucks

Highway route choice also takes into account any tolls costs involved. Volume for each user class is tracked and saved. Highway assignment uses the Conical Volume Delay functions for calculating the congested travel times, with the parameters being calibrated to the locally observed speed-delay data.

Transit assignment is performed for both the peak and off-peak. Transit assignment uses the all-or-nothing algorithm, where the path is selected based on the minimum cost. Route selection includes driving to a park and ride lot then transferring to a transit line.

Calibration and Validation

The calibration and validation of the TransEval model involves the comparison of base year model results with observed data from home interview and transit on-board surveys and traffic

counts. The goal is to match, with reasonable accuracy, the model-estimated results with those observed from survey data while maintaining a logical and defensible model design. Ultimately, an additional comparison is made with observed traffic counts and transit boardings. This is achieved through systematic and justifiable adjustments to model parameters, including trip rates, distribution impedance parameters, mode choice coefficients and volume-delay functions.

The model needed to be reflective of the recent changes in global economy and societal shifts. This was done through a limited scale in-house recalibration of the model for the base year 2010, corresponding to the Census Bureau survey year for population. The calibration and validation process is an on-going, systematic analysis of each model step as that step was being developed. This is important since errors in initial steps will be propagated to subsequent model steps due to the sequential nature of the modeling process. Therefore, available observed data has been used to compare trip generation, distribution and mode choice results, in addition to comparing assigned highway volumes against observed counts.

	Region	Missouri	Illinois
2010 HPMS VMT	65,841,928	49,385,367	16,456,561
2010 Modeled VMT	67,652,292	51,565,159	16,087,133
Percent Difference	2.7%	4.4%	-2.2%

Table 1: TransEval 2010 VMT Model vs. Observed

An important aspect of calibration and validation is the development and use of observed target values. Observed traffic counts, transit ridership and travel time surveys were used in the validation process. The conformity regulation 40 CFR §§ 93.122 (b) (3) states that Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT for the classes of roadways included in HPMS. The regulation also allows the use of locally developed count-based programs. EWG COG used both these sources as a part of calibration and validation.

C-3.2 Land Use, Population and Employment Assumptions

Section §93.110 of the Federal Conformity Regulations outlines that the most recent planning assumptions in place at the time of conformity determination must be used. These assumptions should be based on the latest estimates of existing and future population, households and employment developed by the MPO. Details on these assumptions and the forecasts are provided in Appendix B: “Population and Employment Forecasts”, accompanying the main Air Quality document.

C-3.3 Transit Service Policy, Toll Changes

The principal transit agency for the St. Louis metropolitan area is Metro (Bi-State Development Agency). The agency operates MetroLink, the regional light rail line, and bus service in the City of St. Louis and St. Louis County with limited service in St. Charles County. Metro also operates bus service in St. Clair and Monroe Counties under an agreement with the St. Clair County Transit District. Since 1985, the Madison County Transit District has assumed an expanding role in the provision of bus service in that County, and now provides all scheduled bus service within and between Madison County and other areas. There is no fixed route transit service in either Franklin or Jefferson Counties.

AMTRAK provides inter-city rail service to downtown St. Louis as well as to Alton, Illinois and Kirkwood and Washington, Missouri. There is no commuter rail service in the region.

Table C-1
Annual Transit Ridership in the St. Louis Region: 1998 – 2013

Mode	MetroBus	MetroLink	Other	Total Transit
Year	(million riders per year)			
1998	39.34	14.56	0.62	54.52
1999	37.98	14.98	0.69	53.65
2000	37.32	14.17	0.70	52.19
2001	36.05	14.29	0.64	50.97
2002	32.29	14.68	0.69	47.66
2003	30.46	14.84	0.73	46.03
2004	30.26	14.51	0.88	45.64
2005	30.03	15.65	0.83	46.51
2006	32.39	15.39	0.80	48.59
2007	31.46	18.72	0.76	50.94
2008	33.20	19.70	0.87	53.77
2009	32.57	19.42	0.77	52.77
2010	24.11	15.83	0.69	40.63
2011	26.10	16.21	0.68	42.99
2012	28.96	17.00	0.74	46.70
2013	29.27	17.05	0.73	46.70

Source: Metro

Since *Legacy 2035*, Metro's service to the region has been considerably restructured. After the 2006 cross-county extension of Metrolink, Metro reduced service in 2009-2010 to the region following financial constraints. Subsequent approval of the half-cent tax by the St. Louis County has resulted in restoration of the bus and train services to the region. Metro outlines the agency's goals and implementation plan in its first long range plan, Moving Transit Forward, released in Spring 2010. The plan outlines the different phases of implementation that include:

Immediate Action Steps
Short Range (1-5 years)
Mid Range (5-10 years)
Long Range (10-30 years)

Some of the projects outlined in the Transit Plan are identified as illustrative projects in East-West Gateway's Long Range Plan. These include Bus Rapid Transit services planned along the I-70, I-64, I-55, I-44 and Grand corridors along with Light Rail lines planned along the North Side- South Side corridor. The fiscally constrained scenario does not identify funding for these services and, therefore, they are not included in any "Action" scenario and no conformity analysis has been conducted for them. For this analysis, Metro's restored services operating since November 2010 have been incorporated for modeling purposes.

The only toll facility in the region was the McKinley Bridge over the Mississippi River. It had been closed for rehabilitation and was reopened in December 2007. It is now a toll-free facility. The Eads Bridge was formerly a toll facility but after its rehabilitation and reopening in 2003, it is toll free.

C-3.4 Travel and Congestion Estimates

The development of a TDM network begins with the identification of type and location of the recommended "regionally significant", capacity modifying transportation projects selected for inclusion in the current TIP and the latest Long-Range Transportation Plan for the St. Louis Region, for each non-attainment area in each state. The projects included in the long-range plan were drawn from past long-range planning efforts, Major Transportation Investment Analysis (MTIA), other corridor and subarea planning studies, and an assessment of future network conditions. The definition of "regional significance" is that contained in the *St. Louis Transportation Conformity SIP* (MO 10 CSR 10-5.480), as amplified through the inter-agency consultation procedures established in that document and in 40 CFR Part 93 §93.101.

Projects are categorized by anticipated year of completion, and built into a network representing each of the analysis years. For the current Connected2045: Long Range

Transportation Plan for the St. Louis Region (Connected2045) analysis, through IACG consultation it has been agreed to use the following years for regional emission analysis: 2015, 2025, 2035 and 2045. Appendix A identifies projects that are included in the network development. Each analysis year network forms the basis for the next future year network, ensuring that all projects in the prior years are captured as the starting point or base network for that year. This way the changes in the highway and transit network keep rolling forward in a compounding manner.

EPA's Office of Transportation and Air Quality (OTAQ) has developed the MOtor Vehicle Emission Simulator (MOVES). This emission modeling system estimates emissions for mobile sources covering a broad range of pollutants and allows multiple scale analysis. MOVES currently estimates emissions from cars, trucks & motorcycles. Through interagency consultation the emissions modeling methodology has also been updated to reflect the current conditions and parameters used in running the USEPA MOVES model. EWG has worked closely with EPA regional office and the State air agencies to ensure consistency between the inputs and assumptions for the emission analysis and SIP development efforts.

C-3.5 Interagency Consultation

As required by the final rule under section §93.105, the transportation conformity process includes a significant level of cooperative interaction among the many regional, state, and federal agencies in the bi-state non-attainment area.

The East-West Gateway COG established the Air Quality Advisory Committee (AQAC) in 1992. The AQAC has an advisory role to the East-West Gateway Board of Directors and serves as a public forum for the dissemination of information and receipt of feedback about air quality issues. The Committee is also responsible for the coordination of air quality and transportation planning activities in the region. The Air Quality Advisory Committee (AQAC) includes members representing citizens and various agencies in the region. Member details can be found at: http://www.ewgateway.org/environment/aq/AQAC/aqac.htm.

The East-West Gateway COG also formulated a peer group, the Inter Agency Consultation Group (IACG). This group involves peers from other State and local air quality planning agencies, local transportation agencies, EPA, and DOT with the intent of focusing on air quality conformity issues. In line with the requirements under section §93.105, IACG deliberates on issues such as air quality model and method selection, assumptions to be used in hot spot and regional emissions analysis.

EPA's Office of Transportation and Air Quality (OTAQ) has developed the **MO**tor **V**ehicle **E**mission **S**imulator (MOVES). This emission modeling system estimates emissions for mobile sources covering a broad range of pollutants and allows multiple scale analysis.

MOVES currently estimates emissions from cars, trucks & motorcycles. Through interagency consultation the emissions modeling methodology has also been updated to reflect the current conditions and parameters used in running the USEPA MOVES model. EWG has worked closely with EPA regional office and State air agencies to ensure consistency between the inputs and assumptions for the emission analysis and SIP development efforts.

C-4. Estimates of Vehicle Miles of Travel

The assignment of vehicle trips to the roadway network can be summarized in terms of vehicle miles of travel (VMT), to present the general effect of changes in the roadway network in relation to the population and employment growth for each horizon year and network scenario. The base year 2010 roadway network represents, as best as possible, all the roads functionally classified as collectors or higher. The centroid connectors reflect an accurate estimate of time and distance for each intrazonal trip and provide a reasonable reflection of intrazonal activity, or local road travel, for emission estimation purposes.

Future year highway and transit networks for 2015, 2025, 2035, and 2045 networks were built by adding the regionally significant projects, SIP, TIP and LRP projects to the base network, as well as any locally funded project that the IACG deemed as significant or staff considered as impacting the VMT or travel patterns. Appendix A lists these projects in Table A-1 by analysis year, which were added to the corresponding year highway and/or transit network.

The production of exhaust emissions is actually highest during the colder months of the year. However, increased temperatures and sunlight contribute to increased photochemical production of ozone, with the result that ozone concentrations typically reach their peak in the summer. Since the travel demand model projects an average weekday travel, the output of the model is adjusted to provide an estimate of the travel that takes place under typical summer conditions.

EWG uses the approach described under the conformity rule §93.122 (b)(3). This allows areas with network-based travel models to develop factors to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period.

Table C-2 presents adjustment factors for the St. Louis Region based on 2010 HPMS data. These adjustment factors are applied consistently for all analysis years and scenarios.

Table C-3 presents annual VMT estimates for the eight county St. Louis Region obtained by multiplying the average summer weekday VMT by 365.

Table C-2 2010 Base Year Vehicle-Miles of Travel Adjustments			
	Region	**Missouri**	**Illinois**
2010 HPMS VMT	65,841,928	49,385,367	16,456,561
2010 Modeled VMT	67,652,292	51,565,159	16,087,133
Estimated ASWVMT	72,743,226	54,596,012	18,147,214
HPMS Adj Factor	0.973	0.958	1.023

Table C-3 Projected Annual Vehicle Miles of Travel			
	Missouri	**Illinois**	**Region**
Analysis Year	**Regional Adjusted Annual VMT (Based on Summer Weekday VMT)**		
2015	21,760,073,965	7,002,261,105	28,762,335,070
2025	23,052,713,435	7,391,048,155	30,443,761,590
2035	24,095,638,885	7,747,611,545	31,843,250,430
2045	24,915,021,180	8,092,173,005	33,007,194,185

1 MOtor Vehicle Emissions Simulation (MOVES) model Emissions methodology

EPA's Office of Transportation and Air Quality (OTAQ) has developed the computer program MOtor Vehicle Emission Simulator (MOVES). This emission modeling system estimates emissions for mobile sources covering a broad range of pollutants and allows multiple scale analysis. MOVES currently estimates emissions from cars, trucks & motorcycles. MOVES can be used to estimate exhaust and evaporative emissions as well as brake and tire wear emissions from all types of on-road vehicles as well.

Since 2013, the EPA approved air quality model MOVES is being used by East-West Gateway (EWG) in regional emissions analysis for transportation conformity determinations.

For the current ozone and fine particulate ($PM_{2.5}$) emissions analyses, EWG has used the latest version of the EPA moves model available at the time of the start of the analysis, this is MOVES version 10b released on April 10th, 2012:

Figure 1: MOVES official version used

1.1 Key Challanges

The key challenges in running MOVES for the regional emission analysis include:

1.1.1 Learning curve

This software provides very detailed outputs, resulting in very large data files. These files are stored in MySQL database and need to be manipulated in that environment. If the output includes multiple months, pollutants, processes and other stratification, then the result is large data files with over a million records. Learning how to manipulate this information to be able to get out the information needed can prove to be challenging, especially if there no prior training or experience in database management.

1.1.2 New data requirements

Since MOVES is an evolving model, designed to provide detailed output, the data requirements are new and extensive as well. In order to provide output information at the hourly level, by pollutant and process type and by source type, the program needs input information that is equally detailed. A lot of this information is not available locally, since it is not routinely collected by the local agencies. This

poses a challenge that has to be overcome through consultation between the local agencies, regional EPA office and the SIP development agencies. IACG is the platform for this consultation process.

1.1.3 Interfacing with Travel Demand Model (TDM)

As MOVES software is based on a different platform and structured differently, the interface with the TDM needs to be revised and new processes and procedures need to be developed. Depending on the input and output requirements as well as the mode in which MOVES is run, TDM interface will be different. The traditional source type, road type stratification typically used in the TDMs may not provide enough information needed by MOVES. This poses the need for new equivalence files, and pre-MOVES and post-MOVES processing.

2 Applying MOVES in Regional Emission Analysis

There are two main options available for applying MOVES in the regional emission analysis.

2.1 Option 1: Inventory Mode

MOVES can be run in inventory mode. In this mode, it requires the loaded TDM network, with the traffic projection as an input into MOVES. The disadvantage to this option is that this requires running MOVES every time the travel demand model is modified.

2.2 Option 2: Emission Rates Mode

When run in the emission rates mode, the estimation of mobile source emissions is performed by first running MOVES to generate the emission rates, for each pollutant by detailed stratification. These emission rates are then applied to the projections of vehicle miles of travel generated by the regional travel demand model, using the same stratification. This is the approach used by EWGCOG in the current regional emission analysis for St. Louis region ozone and $PM_{2.5}$ analysis.

This decision was made after reviewing and discussing with various MPOs their approach and lessons learned with using MOVES.

3 Moves Run Specification Parameters

To use MOVES for determining emission rates or inventory, the first step is to prepare a Run Specification (RunSpec) file, to define the scale, location, time, vehicle, road, fuel, emission producing process, and pollutant parameters. These data are stored in a run specification (RunSpec) XML file.

The RunSpec file can be edited and executed directly or with the MOVES Graphical User Interface (GUI). The navigation panel in the GUI is simple and easy to use. The run spec files hold the parameters listed above, that define the run details for the various analysis years. Listed in Table 1, are the parameters specified in the RunSpec files for various analysis years used in this analysis:

Table1: Run Spec File Parameters

Parameter	Settings
Moves Version	MOVES2010b—2012/04/10, Default database movesdb20100830
Scale	County
Calculation Type	Emission Rates
Time Span	Time aggregation = Hour Month of July for ozone; Month of April for $PM_{2.5}$ All hours of day selected Weekdays
Geographic Bounds	Zone and Link
Vehicle or Source Types	All Source Types, Gasoline and Diesel
Road Type	All road types, including off-road
Pollutant and Processes	For Ozone: NO_x, VOC, Total Gaseous Hydrocarbons, Non-Methane Hydrocarbons For PM 2.5: NO_x, Primary Exhaust $PM_{2.5}$ (total), Organic Carbon, Elemental Carbon, Sulfate Particulate, Brakewear Particulate, Tirewear Particulate, and Total Energy Consumption
General Output	Output database created Units;

Parameter	Settings
	Mass units grams Energy units Joules Distance units miles Activity, distance traveled and source type population
Output Emissions Detail	Hour, pollutant, emission process, on and off road, source type, road type

The following screen shots capture the settings tabulated above. These settings are consistent across all analysis years.

3.1 MOVES Navigator

Some important screen shots are shown below in order to clearly indicate the RunSpec file parameters.

3.1.1 Scale

In this option, the Domain/Scale and calculation type is specified. The Domain specifies the level of default data needed to use for analysis and also the scale of the analysis. EWGCOG has used the county scale. The county scale requires user supplied local data for most inputs. We have selected "Emission Rates" as the calculation type.

3.1.2 Geographic Bounds

This is indicating that for Illinois, the proxy county used, St Clair in this analysis, and the region level selected, and the input database. For Missouri, St. Louis County was the proxy county.

3.1.3 Vehicle Equipment

All Source Types and Gasoline/Diesel combinations were selected.

3.1.4 Pollutant and Processes

Above is shown that NO_x, VOC, Total Gaseous Hydrocarbons, Non-Methane Hydrocarbons were selected here for ozone. For $PM_{2.5}$ the pollutant and processes were: NO x; primary exhaust $PM_{2.5}$ (total); organic carbon; elemental carbon; sulfate particulate; brake wear particulate; tire wear particulate; and total energy consumption.

3.1.5 Output

These screen shots indicate the general outputs and the units selected. They also show the output stratification used in this analysis.

4 County Data Manager

The County Data Manager (CDM) is used to simplify importing specific local data for the county or a user-defined custom domain without requiring direct interaction with the underlying MySQL database. All files, specific to each run were imported for use through the CDM. The files input through the CDM and its importers are listed in Table 2, and their development is discussed below. Information about these files is available on-line.

File Name	Source
IM Coverage	Illinois Environmental Protection Agency (Illinois EPA)/ Missouri Department of Natural Resources (MoDNR)
Fuel Supply	Illinois EPA/MoDNR
Fuel Formulation	Illinois EPA/MoDNR
Meteorological Data	Illinois EPA/ MoDNR
Avg Speed Distribution	Illinois EPA/EPA Calculators
Road Type Distribution	Illinois EPA/EPA Calculators
Ramp Fraction	Travel Demand Model
HPMSvTypeYear	EPA Calculators, Travel demand model
Hour VMT Fraction	Illinois EPA/EPA Calculators
Month VMT Fraction	Illinois EPA/EPA Calculators
Day VMT Fraction	Illinois EPA/EPA Calculators
Source Type Age Distribution	Illinois EPA/EPA Calculators
Source Type Population	Technical Guidance MOVES10b, Procedure Section 3.3

Table 2: MOVES input files

Through Inter Agency Consultation Group (IACG) and communication with the regional EPA offices and MOVES technical guidance group, the source and development of all the above mentioned files was discussed and consensus was reached before moving forward.

The vehicle miles of travel (VMT) for the eight county St. Louis planning area is obtained from the regional travel demand model for conformity determination purpose, EWG receives VMT data for Baldwin Township from IEPA, to ensure that the same VMT assumptions are used in this conformity as were used in the SIP development.

For Illinois, it was agreed to use the “proxy county approach”, that is to combine all the three Illinois counties and analyze them as one proxy county. It was also agreed to use St. Clair as the proxy county, again this is in line with the SIP development process and was done in close collaboration with IACG and Illinois EPA. For Missouri, it was also agreed to use the “proxy county approach”, that is to combine all the Missouri counties and analyze them as one proxy county. It was also agreed to use St.

Louis County as the proxy county, again this was done in close collaboration with IACG, MoDNR and EPA regional office.

4.1 I/M Coverage

The I/M Importer allows the user to import information describing inspection and maintenance programs. The MOVES default database includes an I/M program for this regional, the default I/M program was inactivated since it was no longer applicable. This input file has been provided by IEPA, and corresponds the House Bill 1093, which is the I/M program in effect going forward. Input information on the Missouri I/M program was provided by MoDNR.

4.2 Fuel Supply and Fuel Formulation

The Fuel Formulation importer and the Fuel Supply importer were used together to input appropriate fuel data and get it in the format needed by MOVES. The files provided by Illinois EPA and MoDNR were used in this conformity analysis.

4.3 Meteorological Data

In the Meteorological Data Importer, meteorology data is converted to the MOVES input format. This dataset has different data items like month ID, Zone ID, hour ID, Temperature and Relative Humidity. The 25-year average meteorological data collected at Lambert International Airport was provided by Illinois EPA for use in the conformity determination. For Missouri, the files provided by MoDNR were used. This was considered suitable for use in the various analysis years by IACG and Illinois EPA and MoDNR.

4.4 Average Speed Distribution

The CDM allows the user to input average speed data specific to road type, source type, and time of day/ type of day combination. The MOVES model defines 16 speed bins which describe the average driving speed on each road type. Thus, for each combination of vehicle type, road type, and hour/day type, there is a corresponding fraction for each speed bin, these fractions will add to one. EPA calculators, updated using local information by Illinois EPA and MoDNR, were used to get files in the format required by MOVES.

In the emission rates mode, this file is not used. However, MOVES will not run if this file is not provided. Also it was mentioned in the technical documentation that a reasonable value should be used in these files, since some reports have indicated that using just a dummy file yields inconsistent results. For this reason the output file from the EPA calculator was used here.

4.5 Road Type Distribution

The fraction of VMT by road type varies from area to area and can have a significant effect on overall emissions from on-road mobile sources. The VMT fractions by road type used in inventory modeling for SIPs and regional conformity analyses should be consistent with the most recent information used for transportation planning. For each source type, the Road Type Distribution table stores the distribution of VMT by road type (e.g., the fraction of passenger car VMT on each of the road types). Since such detailed information is not available locally, EPA created VMT converters were used. These converters were provided by both Illinois EPA and MoDNR, after they had been adjusted to

include some local information that was available. The VMT used here as input was the output form the regional travel demand model.

In the emission rates mode, this file is not used. However, MOVES will not run if this file is not provided. Also it was mentioned in the technical documentation that a reasonable value should be used in these files, since some reports have indicated that using just a dummy file yields inconsistent results. For this reason the output form the EPA calculator was used.

4.6 Ramp Fraction

Use of the Ramp Fraction tab is optional, the default value of 8 percent will be automatically applied if the user does not import local data. For all analysis years, the travel demand model outputs were used to generate this file.

4.7 Vehicle Type VMT

EPA recommends that locally developed VMT estimates should be used for SIPs and regional conformity analyses. Travel demand forecasting models are often the source of information used by MPOs to estimate VMT. EWG uses the approach described under the conformity rule §93.122 (b)(3). This allows areas with network-based travel models to develop factors to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. Section 3, "Developing Locality-Specific Inputs from Travel Demand Models," of the EPA document, "Volume IV: Chapter 2, Use of Locality- Specific Transportation Data for the Development of Mobile Source Emission Inventories," (September 1996), discusses the procedure followed to reconcile traffic demand model results with HPMS VMT estimates.

MOVES needs not only VMT by source type, but also month, day and hour VMT fractions. The TDM gives as output the average annual daily traffic. In order to develop the detailed fractions required by MOVES, EPA has created converters or tools that allows users to input average annual daily VMT from the TDM along with some other local information such as monthly and weekend day adjustment factors and appropriate monthly and daily adjustment factors. The output of these converters is the equivalent MOVES tables of VMT by HPMS class, VMT fractions by month, by day and by hour. MoDNR and Illinois EPA have used the local information, where available, to improve the outputs such that they are more reflective of the local conditions. These calculators have been used by EWGCOG in this analysis to get the MOVES files in the right format.

4.8 Source Type Age Distribution

The age distribution of vehicle fleets can vary significantly from area to area. Fleets with a higher percentage of older vehicles will have higher emissions. For emission calculation, MOVES requires vehicle age distribution by source type. Vehicle age distribution is divided into 30 years based on vehicle model years. Surveys of registration data indicate considerable local variability in vehicle age distributions. For this reason, Illinois EPA and MoDNR used local vehicle registration information in order to develop a local and updated version. MOVES requires a age distribution by source type, the same file is used for all analysis years as required by EPA, and is consistent with the file used in SIP development.

4.9 Source Type Population

Source type (vehicle type) population is used by MOVES to calculate start and evaporative emissions. The Source Type Population Importer allows the user to input the number of vehicles in the geographic area to be modeled, for each vehicle type or source type selected in the Run Spec file. MOVES categorizes vehicles into 13 source types, which are subsets of 6 HPMS vehicle types. Since this detailed vehicle information was not available at the local level, the procedure described in MOVES (version 10b) Technical Guidance, Section 3.3 was used. This involves basing population estimates on the VMT estimates for a particular source type and the ratio of MOVES default population to VMT by source type. That ratio was calculated by completing MOVES run at the national scale for the four counties in consideration, and including VMT and population in the output. Local VMT times the ratio of default population to default VMT was used to give an estimate of local population based on local VMT. This was repeated for each analysis year since this file is different for each year.

5 Emission Rates Output

For transportation related ozone emissions, the sources include exhaust and evaporative emissions that occur while vehicles are on “real roads”, starts, extended idle, and evaporative emissions (with the exception of refueling) that occur while a vehicle is parked. The combined sum of all these emissions gives the total transportation related emissions.

When running MOVES in the emissions rates mode, the three most important output tables are:

1. **rateperdistance:** When “Emission Rates” is selected on the Scale panel, the RatePerDistance table stores emissions as rates per distance (e.g. grams per mile) with the units depending on those selected in the run specification. This table includes rates for exhaust and evaporative emissions that occur while vehicles are on “real roads”, but does not include rates for starts, extended idle, or evaporative emissions (with the exception of refueling) that occur while a vehicle is parked.

2. **rateperprofile:** When “Emission Rates” is selected on the Scale panel, the RatePerProfile table stores vapor venting emissions from parked vehicles as rates per vehicle (e.g. grams per vehicle). Note that the denominator is the total vehicle population—not just the vehicles that are parked. The temperature profile id in this table refers to a particular daily pattern of temperatures, important because vapor venting depends on temperatures in both the current and previous hours.

3. **ratepervehicle:** When “Emission Rates” is selected on the Scale panel, the RatePerProfile table stores emissions from starts and extended idle, and some evaporative emissions (permeation and liquid leaks) from parked vehicles as rates per vehicle (e.g. grams per vehicle). The denominator for county level runs is the total vehicle population—not just the vehicles that are parked.

6 Travel Demand Model Output

The output from running MOVES in emission rates mode is a set of emission rates, as mentioned in the section above. The running emission rates are stratified by source type, road type, pollutant and process, speed bin, month, type of day (week vs weekend) and hour. In order to calculate the total

running emissions, the emission rate per mile has to be multiplied by the total VMT for that strata and summed. For the starts, extended idle, and evaporative emissions, the rate is per vehicle. So the rate per profile and rate per vehicle tables have to be multiplied by the appropriate source type population and summed to get the total non-running emissions. Combining the running and non-running emissions will give the total emissions. This is shown in Figure 2, in a simplified schematic.

For details regarding the Travel demand model housed and maintained by EWGCOG, please refer to Appendix C.

Figure 2: Emission Calculation using MOVES in Emission Rate Mode

7 Total Emission Calculation—Post Processing

In order to calculate the total emissions and perform the calculations mentioned in the previous section, post processing was performed using MS Access. This section will briefly explain the post processing process and database used to calculate the final emissions.

7.1 Linking MySQL Tables from MOVES output database using ODBC

The three emission rate tables, listed above, that are the outputs from MOVES model were linked to the Access database using Open Database Connectivity. Detailed instructions provided in Appendix B of the User Guide were followed. The three tables rateperdistance, rateperprofile, ratepervehicle were renamed to Emission_Factors, Emission_Factors_Profile, Emission_Factors_Vehicle respectively. These queries are for ozone, similar queries were used for $PM_{2.5}$ pollutants using the appropriate month and pollutant filters.

```
INSERT INTO ef_day ( MOVESScenarioID, MOVESRunID, yearID, monthID, dayID,
hourID, pollutantID, processID, sourceTypeID, roadTypeID, avgSpeedBinID,
ratePerDistance )
SELECT emission_factors.MOVESScenarioID, emission_factors.MOVESRunID,
emission_factors.yearID, emission_factors.monthID, emission_factors.dayID,
emission_factors.hourID, emission_factors.pollutantID, emission_factors.processID,
emission_factors.sourceTypeID, emission_factors.roadTypeID,
emission_factors.avgSpeedBinID, emission_factors.ratePerDistance
FROM emission_factors
WHERE (((emission_factors.monthID)=7) AND ((emission_factors.dayID)=5) AND
((emission_factors.pollutantID)=3 Or (emission_factors.pollutantID)=87));
```

Query 1: Select Month day pollutant for running emission

```
INSERT INTO ef_vehicle ( MOVESScenarioID, MOVESRunID, yearID, monthID, dayID,
hourID, zoneID, pollutantID, processID, sourceTypeID, scc, fuelTypeID, modelYear,
temperature, ratePerVehicle )
SELECT emission_factors_vehicle.MOVESScenarioID,
emission_factors_vehicle.MOVESRunID, emission_factors_vehicle.yearID,
emission_factors_vehicle.monthID, emission_factors_vehicle.dayID,
emission_factors_vehicle.hourID, emission_factors_vehicle.zoneID,
emission_factors_vehicle.pollutantID, emission_factors_vehicle.processID,
emission_factors_vehicle.sourceTypeID, emission_factors_vehicle.SCC,
emission_factors_vehicle.fuelTypeID, emission_factors_vehicle.modelYearID,
emission_factors_vehicle.temperature, emission_factors_vehicle.ratePerVehicle
FROM emission_factors_vehicle
WHERE (((emission_factors_vehicle.monthID)=7) AND ((emission_factors_vehicle.dayID)=5)
AND ((emission_factors_vehicle.pollutantID)=3 Or
(emission_factors_vehicle.pollutantID)=87));
```

Query 2: Select Month day pollutant for start and idle emission

```
INSERT INTO ef_profile ( MOVESScenarioID, MOVESRunID, temperatureProfileID, yearID,
dayID, hourID, pollutantID, processID, sourceTypeID, scc, fuelTypeID, modelYear,
temperature, ratePerVehicle )
SELECT emission_factors_profile.MOVESScenarioID,
emission_factors_profile.MOVESRunID, emission_factors_profile.temperatureProfileID,
emission_factors_profile.yearID, emission_factors_profile.dayID,
emission_factors_profile.hourID, emission_factors_profile.pollutantID,
emission_factors_profile.processID, emission_factors_profile.sourceTypeID,
emission_factors_profile.SCC, emission_factors_profile.fuelTypeID,
emission_factors_profile.modelYearID, emission_factors_profile.temperature,
emission_factors_profile.ratePerVehicle
FROM emission_factors_profile
WHERE (((emission_factors_profile.dayID)=5) AND ((emission_factors_profile.pollutantID)=3
Or (emission_factors_profile.pollutantID)=87) AND ((Mid$([temperatureProfileID],7,2))="07"));
```

Query 3: Select Month Day Pollutant for non-running evaporative emission

7.2 Travel Demand Model Vehicle Miles of Travel

Using the EPA calculators, the TDM VMT was formatted to fit the MOVES input requirements. For consistency and accuracy, the Access database uses the files from the EPA calculators for the post processing as well.

7.3 Filtering Data of Interest

Using Access, various queries were developed that link different tables together in order to get the TDM VMT in the correct format and stratification. Since for ozone emissions we look at the emissions from a typical weekday in July, as the first step the month, day and pollutants of interest are filtered out. This reduces the amount of data carried forward.

7.4 VMT by MOVES Source Type, Road Type, Day, Hour

HPMS VMT is related to the 13 source types used in MOVES. This results in VMT by the 13 source types.

```
INSERT INTO vmt_vehicle_type ( sourceTypeID, yearID, annual_vmt, daily_vmt )
SELECT HPMSVTypeFraction.sourceTypeID, HPMSVTypeYear.yearID,
[hpmsvtypeyear].[annual_vmt]*[hpmsvtypefraction].[fraction_of_category] AS annual_vmt,
[hpmsvtypeyear].[daily_vmt]*[hpmsvtypefraction].[fraction_of_category] AS daily_vmt
FROM HPMSVTypeYear INNER JOIN HPMSVTypeFraction ON
HPMSVTypeYear.HPMSVtypeID = HPMSVTypeFraction.HPMSVType;
```

Query 4: VMT by MOVES source type

```
INSERT INTO vmt_road_type ( sourceTypeID, RoadTypeID, yearID, annual_vmt, daily_vmt )
SELECT vmt_vehicle_type.sourceTypeID, RoadTypeDistribution.RoadTypeID,
vmt_vehicle_type.yearID,
[vmt_vehicle_type].[annual_vmt]*[roadtypedistribution].[roadtypevmtfraction] AS AnnualVMT,
[vmt_vehicle_type].[daily_vmt]*[roadtypedistribution].[roadtypevmtfraction] AS [Daily VMT]
FROM vmt_vehicle_type INNER JOIN RoadTypeDistribution ON
vmt_vehicle_type.sourceTypeID = RoadTypeDistribution.SourceTypeID
WHERE (((RoadTypeDistribution.RoadTypeID)="2" Or
(RoadTypeDistribution.RoadTypeID)="3" Or (RoadTypeDistribution.RoadTypeID)="4" Or
(RoadTypeDistribution.RoadTypeID)="5"));
```

Query 5: VMT by MOVES source type by road type

```
INSERT INTO vmt_hour ( SourceTypeID, RoadTypeID, DayID, HourID, yearID, vmt )
SELECT vmt_road_type.SourceTypeID, vmt_road_type.RoadTypeID,
HourVMTFraction.DayID, HourVMTFraction.HourID, vmt_road_type.yearID,
[vmt_road_type].[daily_vmt]*[hourvmtfraction].[hourvmtfraction] AS vmt
FROM HourVMTFraction INNER JOIN vmt_road_type ON (HourVMTFraction.RoadTypeID =
vmt_road_type.RoadTypeID) AND (HourVMTFraction.SourceTypeID =
vmt_road_type.SourceTypeID)
WHERE (((HourVMTFraction.DayID)="5"));
```

Query 6: VMT by MOVES source type by road type by hour

7.5 Breaking VMT into Speed Bins

MOVES uses 16 speed bins to split out the speeds, starting from the first bin with the average speed of 2.5 miles per hour (mph), and going up in steps of 5 mph till 72.5 mph average speed bin. This stratification is by road type, source type and hour of day. The following two queries take the TDM VMT and perform this stratification, such that after these queries the result is VMT by source type, road type, hour of day, and speed bin.

```
INSERT INTO speed_distribution ( sourceTypeID, roadTypeID, DayID, HourID,
avgSpeedBinID, avgSpeedFraction )
SELECT avgSpeedDistribution.sourceTypeID, avgSpeedDistribution.roadTypeID,
Right(Trim([hourDayID]),1) AS DayID, Mid([hourDayID],1,Len([hourdayid])-1) AS HourID,
avgSpeedDistribution.avgSpeedBinID, avgSpeedDistribution.avgSpeedFraction
FROM avgSpeedDistribution
WHERE (((avgSpeedDistribution.roadTypeID)="2" Or
(avgSpeedDistribution.roadTypeID)="3" Or (avgSpeedDistribution.roadTypeID)="4" Or
(avgSpeedDistribution.roadTypeID)="5") AND ((Right(Trim([hourDayID]),1))=5));
```

Query 7: Fraction by MOVES source type by road type by hour by speed bin

```
INSERT INTO vmt_speed ( sourceTypeID, roadTypeID, DayID, HourID, avgSpeedBinID,
yearID, vmt )
SELECT speed_distribution.sourceTypeID, speed_distribution.roadTypeID,
speed_distribution.DayID, speed_distribution.HourID, speed_distribution.avgSpeedBinID,
vmt_hour.yearID, [vmt_hour].[vmt]*[speed_distribution].[avgspeedfraction] AS vmt
FROM speed_distribution INNER JOIN vmt_hour ON (speed_distribution.HourID =
vmt_hour.HourID) AND (speed_distribution.DayID = vmt_hour.DayID) AND
(speed_distribution.roadTypeID = vmt_hour.RoadTypeID) AND
(speed_distribution.sourceTypeID = vmt_hour.SourceTypeID)
WHERE (((speed_distribution.roadTypeID)="2" Or (speed_distribution.roadTypeID)="3" Or
(speed_distribution.roadTypeID)="4" Or (speed_distribution.roadTypeID)="5") AND
((speed_distribution.DayID)="5"));
```

Query 8: VMT by MOVES source type by road type by hour by speed bin

7.6 Running Emission Rates and VMT

At the end of the last step, we have the VMT in the same stratification as the running emission rates. At this stage the two tables can be multiplied and then summarized get the total running emissions. Emissions from the various processes for each pollutant are also carried forward, and multiplied by the VMT to take into account all the emissions from each processes associated with each pollutant of interest. The following query take the stratified TDM VMT and for each strata calculates the emissions, in US tons.

```
INSERT INTO emissions_day ( sourceTypeID, roadTypeID, DayID, HourID, avgSpeedBinID,
yearID, pollutantID, processID, emissions_tons )
SELECT vmt_speed.sourceTypeID, vmt_speed.roadTypeID, vmt_speed.DayID,
vmt_speed.HourID, vmt_speed.avgSpeedBinID, vmt_speed.yearID, ef_day.pollutantID,
ef_day.processID, [vmt_speed].[vmt]*[ef_day].[rateperdistance]/907184.74 AS
emissions_tons
FROM vmt_speed INNER JOIN ef_day ON (vmt_speed.sourceTypeID =
ef_day.sourceTypeID) AND (vmt_speed.roadTypeID = ef_day.roadTypeID) AND
(vmt_speed.DayID = ef_day.dayID) AND (vmt_speed.HourID = ef_day.hourID) AND
(vmt_speed.avgSpeedBinID = ef_day.avgSpeedBinID);
```

Query 9: Running Emissions in US tons by source type by road type by hour by speed bin by pollutant by process

7.7 Summation—Total Running Emissions

Query used for summing the table generated in the last step to get the total daily running emissions by pollutant is below.

```
SELECT ref_pollutant.code, Sum(emissions_day.emissions_tons) AS
emissions_TonsPerDay
FROM ref_pollutant INNER JOIN emissions_day ON ref_pollutant.pollutantid =
emissions_day.pollutantID
GROUP BY ref_pollutant.code;
```

Query 10: Total Running Emissions in US tons by Pollutant

7.8 Non-Running Emissions

For the non-running emissions (evaporative and starts/idle), the emission rate per vehicle is stratified by source type, pollutant, process and hour. In the following queries each of the two rates table is multiplied by the source type population to get the non-running evaporative and starts/idle emissions in US tons.

```
INSERT INTO Emission_Profile ( sourceTypeID, DayID, HourID, yearID, pollutantID,
processID, emissions_tons )
SELECT SourceTypeYear.sourceTypeID, ef_profile.dayID, ef_profile.hourID,
SourceTypeYear.yearID, ef_profile.pollutantID, ef_profile.processID,
[sourcetypeyear].[sourcetypepopulation]*[ef_profile].[ratepervehicle]/907184.74 AS
DailyProfile_tons
FROM SourceTypeYear INNER JOIN ef_profile ON SourceTypeYear.sourceTypeID =
ef_profile.sourceTypeID;
```

Query 11: Evaporative Emissions in US tons by Pollutant

```
INSERT INTO Emission_Vehicle ( sourceTypeID, DayID, HourID, yearID, pollutantID,
processID, emissions_tons )
SELECT SourceTypeYear.sourceTypeID, ef_vehicle.dayID, ef_vehicle.hourID,
SourceTypeYear.yearID, ef_vehicle.pollutantID, ef_vehicle.processID,
[sourcetypeyear].[sourcetypepopulation]*[ef_vehicle].[ratepervehicle]/907184.74 AS
DailyVehicel_tons
FROM SourceTypeYear INNER JOIN ef_vehicle ON SourceTypeYear.sourceTypeID =
ef_vehicle.sourceTypeID;
```

Query 12: Starts and Idle Emissions in US tons by Pollutant

7.9 Total Non-Running Emissions

Using the following two queries, the final sum of non-running evaporative and starts/idle emissions are calculated to get the totals.

```
TRANSFORM Sum(Emission_Profile.emissions_tons) AS SumOfemissions_tons
SELECT ref_vehicle_type.sourceTypeId, ref_vehicle_type.sourceTypeName
FROM ref_vehicle_type INNER JOIN (ref_pollutant INNER JOIN Emission_Profile ON
ref_pollutant.pollutantid = Emission_Profile.pollutantID) ON ref_vehicle_type.sourceTypeId =
Emission_Profile.sourceTypeID
GROUP BY ref_vehicle_type.sourceTypeId, ref_vehicle_type.sourceTypeName
PIVOT ref_pollutant.code;
```

Query 13: Total Non-Running Evaporative Emissions in US tons by Pollutant

```
TRANSFORM Sum(Emission_Vehicle.emissions_tons) AS SumOfemissions_tons
SELECT Emission_Vehicle.sourceTypeID, ref_vehicle_type.sourceTypeName
FROM (ref_vehicle_type INNER JOIN Emission_Vehicle ON ref_vehicle_type.sourceTypeId
= Emission_Vehicle.sourceTypeID) INNER JOIN ref_pollutant ON
Emission_Vehicle.pollutantID = ref_pollutant.pollutantid
GROUP BY Emission_Vehicle.sourceTypeID, ref_vehicle_type.sourceTypeName
ORDER BY Emission_Vehicle.sourceTypeID
PIVOT ref_pollutant.code;
```

Query 14: Total Non-Running Starts and Idle Emissions in US tons by Pollutant

Running MOVES in emission rates modes is more challenging, campared to running it in the inventory mode. It takes longer to run, and requires additional computational resources. The advantage in running MOVES in emission rates mode is that in case there is a minor change in the network, the full MOVES model does not need to be re-run. This is particularly useful for MPOs, where there are sometimes minor network changes, which change the overall VMT.

8 Total Emissions—Running and Non-Running

By adding all the running and non-running emission summaries, we get the total emissions from transportation related sources for the Metro East area. The summary tables for each analysis year are below.

For all of the analysis years, the emissions calculated for the regional emissions analysis using the EPA approved MOVES mode (version 10b) are below the budgets or appropriate test, in line with the EPA guidance and discussions. *For both Missouri and Illinois, units for ozone emission tables below are US tons per day, and units for all $PM_{2.5}$ emissions tables below are US tons per year.*

Illinois: Ozone

	VOC	NOX
Year 2015		
Emissions Vehicle:	4.79480	4.52000
Emissions Profile:	0.81390	0.00000
Emissions Running:	6.16273	19.52468
Total Emissions	**11.77143**	**24.04468**
Year 2025		
Emissions Vehicle:	2.43279	2.69309
Emissions Profile:	0.28847	0.00000
Emissions Running:	2.59202	7.75068
Total Emissions	**5.31328**	**10.44377**
Year 2035		
Emissions Vehicle:	2.34802	2.41296
Emissions Profile:	0.15754	0.00000
Emissions Running:	2.71316	6.92392
Total Emissions	**5.21872**	**9.33687**
Year 2045		
Emissions Vehicle:	2.23496	2.46320
Emissions Profile:	0.12587	0.00000
Emissions Running:	2.82828	7.17561
Total Emissions	**5.18911**	**9.63881**

Illinois: $PM_{2.5}$

	Total Emissions	
	NOX	PM2.5
2015	6,751.97	351.71
2025	2,858.24	220.41
2035	2,324.08	202.69
2045	2,418.99	212.85

Total $PM_{2.5}$ emissions are the sum of $PM_{2.5}$ emissions due to brake wear (BW), tire wear (TW) and exhaust (EX). Detailed emissions are shown below.

Year 2015

Pollutant:	NOX	PM2.5-BW	PM2.5-EX	PM2.5-TW
Emissions:	6,751.97002	82.49055	248.26748	20.95224

Total Emissions	**6,751.97002**	**351.71027**

Year 2025

Pollutant:	NOX	PM2.5-BW	PM2.5-EX	PM2.5-TW
Emissions:	2,858.23857	88.02921	110.09828	22.28409

Total Emissions	**2,858.23857**	**220.41158**

Year 2035

Pollutant:	NOX	PM2.5-BW	PM2.5-EX	PM2.5-TW
Emissions:	2,324.08258	93.34780	85.79998	23.54517

Total Emissions	**2,324.08258**	**202.69295**

Year 2045

Pollutant:	NOX	PM2.5-BW	PM2.5-EX	PM2.5-TW
Emissions:	2,418.98828	99.01593	88.97021	24.85932

Total Emissions	**2,418.99**	**212.85**

Missouri: Ozone

	VOC	NOX
Year 2015		
Emissions Vehicle:	11.90397	11.01300
Emissions Profile:	1.63146	0.00000
Emissions Running:	13.31349	48.87911
Total Emissions	**26.84892**	**59.89212**
Year 2025		
Emissions Vehicle:	6.76875	6.70162
Emissions Profile:	0.57814	0.00000
Emissions Running:	6.98745	21.66673
Total Emissions	**14.33435**	**28.36835**
Year 2035		
Emissions Vehicle:	6.21797	6.25575

Emissions Profile:	0.38060	0.00000
Emissions Running:	6.85149	19.42605
Total Emissions	**13.45006**	**25.68180**

Year 2045

Emissions Vehicle:	5.86487	6.26283
Emissions Profile:	0.30833	0.00000
Emissions Running:	7.05613	19.88009
Total Emissions	**13.22932**	**26.14293**

Missouri: $PM_{2.5}$

Total Emissions--PM2.5

Year	NOX	PM2.5
2015	17,145.62	948.71
2025	7,533.41	612.15
2035	6,707.91	586.96
2045	6,851.38	600.30

Total $PM_{2.5}$ emissions are the sum of $PM_{2.5}$ emissions due to brake wear (BW), tire wear (TW) and exhaust (EX). Detailed emissions are shown below.

Year 2015

Pollutant:	NOX	PM2.5-BW	PM2.5-EX	PM2.5-TW
Emissions:	17,145.61507	222.17877	668.05055	58.47600

Total Emissions	**17,145.61507**	**948.70532**

Year 2025

Pollutant:	NOX	PM2.5-BW	PM2.5-EX	PM2.5-TW
Emissions:	7,533.41497	235.38595	314.79711	61.96900

Total Emissions	**7,533.41497**	**612.15206**

Year 2035

Pollutant:	NOX	PM2.5-BW	PM2.5-EX	PM2.5-TW
Emissions:	6,707.91315	247.03409	274.99023	64.93475

Total Emissions	**6,707.91315**	**586.95907**

Year 2045

Pollutant:	NOX	PM2.5-BW	PM2.5-EX	PM2.5-TW
Emissions:	6,851.37904	256.38642	276.57341	67.33688

Total Emissions	**6,851.37904**	**600.29670**

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Appendix E
Eight Hour Ozone
Air Quality Conformity Determination

E-1. Summary of Requirements for the Regional Emissions Analysis

The regional emissions analysis provisions found in 40 CFR 93.109 (e)(2)(iii) of the Conformity Rule are to be followed. The Missouri Department of Natural Resources (MoDNR) developed a 2008 eight-hour ozone Early Progress Plan containing 2015 motor vehicle emissions budgets. These budgets were established with the MOVES model. In an October 28, 2013 letter to Missouri, the U.S. Environmental Protection Agency (USEPA) found these budgets adequate for Conformity Determination purposes. The Illinois Environmental Protection Agency (Illinois EPA) prepared the Maintenance Plan for the Metro-East St. Louis Ozone Nonattainment Area for the 1997 8-Hour Ozone National Ambient Air Quality Standard (IL 8-Hour Ozone Maintenance Plan for the 1997 standard). This Plan contained 2008 and 2025 eight-hour ozone motor vehicle emissions budgets (developed with MOVES) and was for Madison, Monroe, St. Clair and Jersey Counties. USEPA found these budgets to be adequate for use in Conformity Determination in December 2011 and approved the Maintenance Plan on June 12, 2012. The Illinois portion of the 2008 ozone non-attainment area includes Madison, Monroe and St. Clair Counties. Jersey County is a maintenance area for the 1997 standard and no Conformity Determination is required. It was designated as being in attainment of the 2008 eight-hour ozone standard. EWG will utilize the MOVES model for the ozone regional emissions analysis.

For Missouri, for the analysis years 2015, 2025, 2035 and 2045 (horizon year for the Transportation Plan), emissions of VOC resulting from implementation of the FY 2016-2019 TIP and related amendments to *Connected 2045: Long Range Transportation Plan for the St. Louis Region (Connected2045)* will be less than the 2015 VOC motor vehicle emissions budget for Missouri, as set out in the 2008 eight-hour ozone Early Progress Plan (32.70 tons per day). Emissions of NO_x which are expected to result from implementation of the FY 2016-2019 TIP and related amendments to *Connected2045* will be less than the 2015 NO_x motor vehicle emissions budget for Missouri as set out in the eight-hour ozone Early Progress Plan (76.70 tons per day).

For Illinois, for the analysis year 2015, emissions of VOC resulting from implementation of FY 2016-2019 TIP and related amendments to *Connected2045* will be less than the 2008 VOC motor vehicle emissions budget for Illinois, as set out in the eight-hour ozone IL 8-Hour Ozone Maintenance Plan for the 1997 standard (17.27 tons per day). Emissions of NO_x which are expected to result from implementation of FY 2016-2019 TIP and related amendments to *Connected2045* will be less than the 2008 NO_x motor vehicle emissions budget for Illinois, as set out in the IL 8-Hour Ozone Maintenance Plan for the 1997 standard (52.57 tons per day).

For Illinois, for the analysis years 2025, 2035 and 2045 (horizon year for the Transportation Plan), emissions of VOC resulting from implementation of FY 2016-2019 TIP and related

amendments to *Connected2045* will be less than the 2025 VOC motor vehicle emissions budget for Illinois, as set out in the IL 8-Hour Ozone Maintenance Plan for the 1997 standard (5.68 tons per day). Emissions of NO_x which are expected to result from implementation of FY 2016-2019 TIP and related amendments to *Connected2045* will be less than the 2025 NO_x motor vehicle emissions budget for Illinois, as set out in the IL 8-Hour Ozone Maintenance Plan for the 1997 standard (15.22 tons per day).

Part of the region, consisting of the City of St. Louis and that portion of St. Louis County within the I-270 loop, is classified as a limited maintenance area for carbon monoxide (CO). On June 17, 1997 the Missouri Department of Natural Resources submitted The Missouri State Implementation Plan for Carbon Monoxide - St. Louis Metropolitan Area: Maintenance Provisions and Re-designation Request, October 1996 to USEPA. The re-designation request was approved by USEPA on March 31, 1999. As a result, the Limited Carbon Monoxide Maintenance Plan option allows plan conformity without a technical analysis. However, individual projects remain subject to the requirement for “hot spot” analysis by their project sponsors.

E-2. Summary of Results for the Regional Emissions Analysis

To establish conformity, the projected net mobile source emissions are then subject to each of the required tests. The results are set out in Tables F-1 and F-2, which shows all the required tests are passed. This provides the basis for the Conformity Determination in respect of the projects and programs included in the FY 2016-2019 TIP and related amendments to *Connected2045*.

On October 28, 2013 in a letter to Missouri, USEPA found adequate for Conformity Determination purposes the 2015 motor vehicle emissions budgets for VOC and NO_x from the 2008 eight-hour ozone Early Progress Plan. This finding was finalized in the March 5, 2014 Federal Register. For analysis years 2015, 2025, 2035 and 2045, it is necessary to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from the "Action" scenario will be less than the level defined in the 2015 motor vehicle emissions budget for VOC and NO_x contained in the Missouri eight-hour ozone Early Progress Plan. The results of the conformity determination for emissions analysis of VOC and NOx in 2015, 2025, 2035 and 2045 are summarized in Table E-1.

For the Illinois analysis year 2015, it is necessary to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from the "Action" scenario will be less than the level defined in the 2008 motor vehicle emissions budget for VOC and NO_x contained in the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. For analysis years 2025, 2035 and 2045, it is necessary to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from the "Action" scenario will be less than the level defined in

the 2025 MOVES derived motor vehicle emissions budget for VOC and NO_x contained in the IL 8-Hour ozone Ozone Maintenance Plan for the 1997 standard. The results of the conformity determination for emissions analysis of VOC and NOx in 2015, 2025, 2035 and 2045 are summarized in Table E-2.

Table E-1
Regional Emissions Analysis: Conformity Tests - MISSOURI
Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard
(US tons per day)

Analysis Year	Volatile Organic Compounds		Nitrogen Oxides	
	Emissions	Budget	Emissions	Budget
2015	26.85	32.70	59.89	76.70
2025	14.33	32.70	28.37	76.70
2035	13.45	32.70	25.68	76.70
2045	13.23	32.70	26.14	76.70
All tests have been passed for all years.				

Table E-2
Regional Emissions Analysis: Conformity Tests - ILLINOIS
Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard
(US tons per day)

Analysis Year	Volatile Organic Compounds		Nitrogen Oxides	
	Emissions	2008Budget	Emissions	2008 Budget
2015	11.77	17.27	24.04	52.57
	Emissions	2025 Budget	Emissions	2025 Budget
2025	5.31	5.68	10.44	15.22
2035	5.22	5.68	9.34	15.22
2045	5.19	5.68	9.64	15.22
All tests have been passed for all years.				

This Conformity Determination is made for the entire eight-hour ozone non-attainment area. This area includes: Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri; and Madison, Monroe and St. Clair Counties in Illinois.

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Appendix F
Fine Particulate Matter ($PM_{2.5}$)
Air Quality Conformity Determination

F-1. Net Mobile Source Emissions

The various tests of conformity are based upon projected net mobile source emissions as described in Appendix D. Estimates of mobile source emissions are summarized in Table F-1.

F-2. Summary of Requirements for the $PM_{2.5}$ Regional Emissions Analysis

For the analysis years 2015, 2025, 2035 and 2045, emissions of direct fine particles ($PM_{2.5}$) resulting from implementation of the FY 2016-2019 TIP and related amendments to *Connected 2045: Long Range Transportation Plan for the St. Louis Region (Connected2045)* will be less than the 2002 $PM_{2.5}$ baseline emissions inventory (3,496.71 tons per year) for the entire $PM_{2.5}$ non-attainment area. Emissions of oxides of nitrogen (NO_x, a pollutant which is a potential precursor of $PM_{2.5}$ formation) which are expected to result from implementation of the FY 2016-2019 TIP and related amendments to *Connected2045* in Missouri and Illinois will be less than the 2002 NO_x baseline emissions inventory (91,717.65 tons per year) for the entire $PM_{2.5}$ non-attainment area. In order to ensure consistency in the regional emissions analysis, EWG, with input from MoDNR and Illinois EPA, developed 2002 baseline emissions estimates using the MOVES model. To obtain the non-attainment area inventory for each pollutant, the state figures were summed together.

The regional emissions analysis provisions in 40 CFR 93.109 and 119, as relates to areas in non-attainment of the 1997 annual $PM_{2.5}$ standard, of the Conformity Rule are to be followed. The entire eight-county St. Louis region was designated by USEPA as a non-attainment area for the $PM_{2.5}$ standard. In addition, Baldwin Township in Randolph County, Illinois is part of the St. Louis $PM_{2.5}$ non-attainment area. Through the Inter Agency Consultation process, consensus was reached that the Illinois Department of Transportation (IDOT) would be the lead agency in overseeing the Baldwin Township Conformity Determination process. The township-wide emissions for Baldwin Township were estimated for 2015, 2025, 2035 and 2045. These estimated and projected emissions were added to the emissions totals for Madison, Monroe and St. Clair Counties. Baldwin Township has been found to be in compliance with all applicable Conformity rules and procedures (see Appendix G).

In June 2007, a Memorandum of Agreement (MOA) describing the process for including Baldwin Township in the Conformity Determination effort was signed. The MOA was signed by IDOT, the Illinois Environmental Protection Agency, Road District 1 (includes Baldwin Township) of Randolph County and the East-West Gateway Council of Governments.

The Redesignation Demonstration and Maintenance Plan for the Missouri Portion of the St. Louis Nonattainment Area for the 1997 Annual Fine Particulate National Ambient Air Quality Standard (MO Annual $PM_{2.5}$ Maintenance Plan) has been submitted to USEPA. The

adequacy review of the motor vehicle emissions budgets from the MO Annual $PM_{2.5}$ Maintenance Plan (Missouri $PM_{2.5}$ SIP) will be conducted by USEPA. Illinois is in the process of completing its $PM_{2.5}$ SIP, including motor vehicle emissions budgets, for submittal to USEPA. Until the budgets are found adequate or the SIPs are approved by USEPA, Federal regulations set out an interim process to follow for a Conformity Determination. This process is to be used to demonstrate Conformity until USEPA finds adequate or approves the motor vehicle emissions budgets. Either the no-greater-than-2002 baseline test or the build-less-than-or-equal-to-no-build test can be selected. East-West Gateway, with the consensus of the Inter Agency Consultation Group, chose to use the no-greater-than-2002 baseline test as it is the most appropriate for the St. Louis $PM_{2.5}$ non-attainment area.

Through the Inter Agency Consultation Group (IACG) process, it was agreed that for each of the analysis years, estimated emissions data for Baldwin Township in Randolph County, Illinois would be added to the Illinois 2002 baseline inventory and the Illinois "Action" scenario for the "Action"/2002 Baseline tests. Utilizing the IACG process, it was decided that emissions estimates and projections for Baldwin Township would be calculated and certified by IDOT and added to the Metro East three county analysis and budgets. Therefore Baldwin Township in Randolph County was found to be in compliance with all applicable Conformity rules and procedures (see Appendix G).

F-3. Summary of Results for the Regional Emissions Analysis

To establish conformity, the projected net mobile source emissions are then subject to each of the required tests. The results are set out in Tables F-1 and F-2, which shows the regional emissions analysis tests for $PM_{2.5}$ are passed. This provides the basis for the Conformity Determination in respect of the projects and programs in the FY 2016-2019 TIP and related amendments to *Connected2045*.

Table F-1
Regional Emissions Analysis: Conformity Test for Direct $PM_{2.5}$
Based on Conformity Requirements for Annual $PM_{2.5}$ Standard
(US tons per year)

Analysis Year	Missouri		Illinois*		Non-Attainment Area	
	Action	Baseline	Action	Baseline	Action	Baseline
2015	948.71	2,687.16	351.71	809.55	1,300.42	3,496.71
2025	612.15	2,687.16	220.41	809.55	832.56	3,496.71
2035	586.96	2,687.16	202.69	809.55	789.65	3,496.71
2045	600.30	2,687.16	212.85	809.55	813.15	3,496.71

All tests have been passed for all years.
* Includes Baldwin Township

Table F-2
Regional Emissions Analysis: Conformity Tests for Oxides of Nitrogen
Based on Conformity Requirements for Annual $PM_{2.5}$ Standard
(US tons per year)

Analysis Year	Missouri		Illinois*		Non-Attainment Area	
	Action	Baseline	Action	Baseline	Action	Baseline
2015	17,145.62	69,918.87	6,751.97	21,788.78	23,897.59	91,707.65
2025	7,533.41	69,918.87	2,858.24	21,788.78	10,391.65	91,707.65
2035	6,707.91	69,918.87	2,324.08	21,788.78	9,031.99	91,707.65
2045	6,851.38	69,918.87	2,418.99	21,788.78	9,270.37	91,707.65

All tests have been passed for all years.
* Includes Baldwin Township

This Conformity Determination is made for the entire $PM_{2.5}$ non-attainment area. This area includes: Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri; and in Illinois, Madison, Monroe and St. Clair Counties and Baldwin Township in Randolph County. For more information about Baldwin Township, see Appendix G.

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Appendix G
Baldwin Township, Illinois

On January 5, 2005, with an effective date of April 5, 2005, the U.S. Environmental Protection Agency (USEPA) designated the eight-county St. Louis region as being in non-attainment of the annual $PM_{2.5}$ standard. The regional emissions analysis provisions in 40 CFR 93.109 and 119, as relates to areas in non-attainment of the $PM_{2.5}$ standard, of the Conformity Rule have here into been followed. This non-attainment area includes: Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri; and Madison, Monroe and St. Clair Counties in Illinois. Baldwin Township in Randolph County, Illinois is also part of the non-attainment area. Under the provisions of the Clean Air Act Amendments of 1990, East-West Gateway Council of Governments (EWG), as the Metropolitan Planning Organization (MPO) for the St. Louis region, is the agency responsible for making the Conformity Determination.

Baldwin Township in Randolph County is outside the boundaries of the EWG region. Through the Inter Agency Consultation process, consensus was reached that the Illinois Department of Transportation (IDOT) would be the lead agency in overseeing the Randolph County Conformity Determination process for Baldwin Township. In turn, IDOT has indicated that there are no regionally significant projects in the county. From historical (2001-2013) vehicle miles traveled (VMT) data for Randolph County Road District 1, IDOT estimated VMT levels for years 2017 - 2042. Baldwin Township is entirely within Road District 1 of Randolph County. These VMT projections were broken out by function class and used in the estimation of the township-wide emissions for Baldwin Township for 2015, 2025, 2035 and 2045.

In June 2007, a Memorandum of Agreement (MOA) describing the process for including Baldwin Township in the Conformity Determination effort was signed. The MOA was signed by IDOT, the Illinois Environmental Protection Agency, Road District 1 (includes Baldwin Township) of Randolph County and the East-West Gateway Council of Governments.

The Inter Agency Consultation Group (IACG) agreed that for each of the analysis years, estimated emissions data for Baldwin Township in Randolph County, Illinois would be added to the Illinois 2002 baseline inventory and the Illinois “Action” scenario for the “Action”/2002 Baseline tests. Thus, these estimated and projected emissions were added into the emissions totals for Madison, Monroe and St. Clair Counties.

Herein, Baldwin Township in Randolph County has been found to be in compliance with all applicable Conformity rules and procedures.

Supplement G-1
Estimates for Road District 1, Randolph County

ILLINOIS DEPARTMENT of TRANSPORTATION
TRAFFIC PROJECTION
MYRTLE (8.90 To 9.18)

TO:
FROM:
DATE: 2/20/2015

PREPARED BY:

KEY ROUTE CODE: 20329 00000000
COUNTY NAME: Randolph

KEY ROUTE CODE:
CURRENT AADT (2013): 2,700
FORECAST AADT (2040): 3,000
NOTE:

MODEL NAME: Linear Regression
GROWTH / YEAR: 2
% AADT OF YEAR 2013 : 0. %
GROWTH OVER 27 YEAR: 300
% GROWTH OVER 27 YEAR: 11.111 %

DATA POINTS		PROJECTION	
YEAR	AADT	YEAR	AADT
2013	2,700	2040	3,000
2011	3,050	2035	3,000
2007	3,000	2030	3,000
2005	3,150	2025	3,000
2003	2,850	2020	2,950
2001	2,950	2015	2,950
1999	3,100		
1997	2,800		
1995	2,800		
1993	2,900		
1991	3,000		
1989	2,800		

Supplement G-2 VMT Estimates for Baldwin Township, Randolph County				
Facility Type	Forecasted for All Applicable Analysis Years			
	2015	2025	2035	2045
Local Roads or Streets	54,856	58,254	58,254	59,807
Minor Collector	14,436	15,330	15,330	15,739
Major Collector	51,969	55,188	55,188	56,660
Minor Arterial	86,614	91,980	91,980	94,433
Other Principal Arterial	80,840	85,848	85,848	88,137
Highway	0	0	0	0
Ramps	0	0	0	0
Total Daily VMT	288715	306,600	306,600	314,776

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