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.

St. Louis Metropolitan Area
Board Approved
July 29, 2015
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.

The preparation of this publication was financed in part through funds provided by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration).
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 (PM2.5) 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 (NOx) and volatile organic compounds (VOCs); and direct PM2.5 (resulting from vehicle exhaust, brake wear, and tire wear) and NOx as a PM2.5 precursor.

Ground-level ozone is not directly produced, but is formed when hydrocarbons, also known as VOCs, and NOx 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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### Declaration of Conformity for Eight-Hour Ozone

#### Declaration of Conformity for PM$_{2.5}$

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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 & PM2.5) 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 PM2.5 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 (PM2.5) 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 NOx) produced by automobiles and other on-road transportation, generally described as "mobile source emissions". For the 1997 annual PM2.5 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 (SO$_x$) 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
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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 the 1997 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 NOx 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.

In 2005, USEPA designated the eight-county St. Louis region as being in non-attainment of the 1997 annual PM2.5 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 PM2.5 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 Connected2045 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
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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 USEPA².

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

¹None of the projects in this Conformity Determination required a PM2.5 hot-spot analysis. No projects exceeded the federal guidelines for AADT and percent of diesel truck traffic.

Conformity Process

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 NOx. 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 NOx.

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 NOx) 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 NOx 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>
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<th>Pollutant</th>
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<td>Oxides of Nitrogen (NOx)</td>
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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 NOx. 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>
<thead>
<tr>
<th>Pollutant</th>
<th>2008</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volatile Organic Compounds (VOC)</td>
<td>17.27</td>
<td>5.68</td>
</tr>
<tr>
<td>Oxides of Nitrogen (NOₓ)</td>
<td>52.57</td>
<td>15.22</td>
</tr>
</tbody>
</table>

### 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 (NOₓ)
- *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 NOx 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 NOx 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 NOx 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 NOx 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 NOx) 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)

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>Volatile Organic Compounds Emissions</th>
<th>2015 Budget</th>
<th>Oxides of Nitrogen Emissions</th>
<th>2015 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>28.85</td>
<td>32.70</td>
<td>59.89</td>
<td>76.70</td>
</tr>
<tr>
<td>2025</td>
<td>14.33</td>
<td>32.70</td>
<td>28.37</td>
<td>76.70</td>
</tr>
<tr>
<td>2035</td>
<td>13.45</td>
<td>32.70</td>
<td>25.68</td>
<td>76.70</td>
</tr>
<tr>
<td>2045</td>
<td>13.23</td>
<td>32.70</td>
<td>26.14</td>
<td>76.60</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>11.77</td>
<td>17.27</td>
<td>24.04</td>
<td>52.57</td>
</tr>
<tr>
<td>2025</td>
<td>5.31</td>
<td>5.68</td>
<td>10.44</td>
<td>15.22</td>
</tr>
<tr>
<td>2035</td>
<td>5.22</td>
<td>5.68</td>
<td>9.34</td>
<td>15.22</td>
</tr>
</tbody>
</table>
Table 4
Regional Emissions Analysis: Conformity Tests - ILLINOIS
Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard
(US tons per day)

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>Emissions 2025 Budget</th>
<th>Emissions 2025 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>2045</td>
<td>5.19</td>
<td>5.68</td>
</tr>
</tbody>
</table>

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; SO$_x$; 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, SO$_x$ 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)

<table>
<thead>
<tr>
<th>State</th>
<th>Direct PM$_{2.5}$</th>
<th>Oxides of Nitrogen (NO$_x$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Missouri</td>
<td>2,687.16</td>
<td>69,918.87</td>
</tr>
<tr>
<td>Illinois*</td>
<td>809.55</td>
<td>21,788.78</td>
</tr>
<tr>
<td>Non-Attainment Area Total</td>
<td>3,496.71</td>
<td>91,707.65</td>
</tr>
</tbody>
</table>

* Includes Baldwin Township in Randolph County

4.2.4 Conformity Test: Analysis Years

For the FY 2016-2019 TIP and related amendments to Connected2045, 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)

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>Missouri</th>
<th>Illinois*</th>
<th>Non-Attainment Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Action</td>
<td>Baseline</td>
<td>Action</td>
</tr>
<tr>
<td>2015</td>
<td>948.71</td>
<td>2,687.16</td>
<td>351.71</td>
</tr>
<tr>
<td>2025</td>
<td>612.15</td>
<td>2,687.16</td>
<td>220.41</td>
</tr>
<tr>
<td>2035</td>
<td>586.96</td>
<td>2,687.16</td>
<td>202.69</td>
</tr>
<tr>
<td>2045</td>
<td>600.30</td>
<td>2,687.16</td>
<td>212.85</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>Missouri</th>
<th>Illinois*</th>
<th>Non-Attainment Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Action</td>
<td>Baseline</td>
<td>Action</td>
</tr>
<tr>
<td>2015</td>
<td>17,145.62</td>
<td>69,918.87</td>
<td>6,751.97</td>
</tr>
<tr>
<td>2025</td>
<td>7,533.41</td>
<td>69,918.87</td>
<td>2,858.24</td>
</tr>
<tr>
<td>2035</td>
<td>6,707.91</td>
<td>69,918.87</td>
<td>2,324.08</td>
</tr>
<tr>
<td>2045</td>
<td>6,851.38</td>
<td>69,918.87</td>
<td>2,418.99</td>
</tr>
</tbody>
</table>

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.
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 & PM2.5) 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 accommodations 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 & PM2.5), 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 & PM2.5) 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
Consultation and Public Participation

- **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](http://www.ewgateway.org) or [www.stltoday.com](http://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 Gateway 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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Air Quality Conformity Determination and Documentation for Eight-Hour Ozone and PM$_{2.5}$

Appendices
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)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regionally Significant</td>
<td>IDOT/ 5992-17/ St. Clair</td>
<td>FY 2016 - 2019</td>
<td>Green Mount Road</td>
<td>IL 161 To IL 177 Widen Two To Four Lanes - Add Center Turn Lane</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Regionally Significant</td>
<td>Kirkwood/ 6627-16/ St. Louis</td>
<td>FY 2016 - 2019</td>
<td>Kirkwood Road</td>
<td>Manchester Road To Big Bend Boulevard Signal Optimization - Interconnect - Upgrade Signals</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Regionally Significant</td>
<td>MoDOT/ 6633-16/ St. Louis</td>
<td>FY 2016 - 2019</td>
<td>MO 340 Corridor Improvement s</td>
<td>Chesterfield Parkway To S/O Eb I-64 On/Off Ramps Channelization - Intersection Improvements</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Regionally Significant</td>
<td>St. Charles County/ 5537A-17/- St. Charles</td>
<td>FY 2016 - 2019</td>
<td>I-70 Outer Roads And Interchanges</td>
<td>Woodlawn Avenue To TR Hughes Boulevard Convert Outer Roads To One-Way - Revise Interchanges</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Regionally Significant</td>
<td>St. Clair County/ 6575A-17/- St. Clair</td>
<td>FY 2016 - 2019</td>
<td>Frank Scott Parkway</td>
<td>E/O IL 159 To W/O Old Collinsville Rd Adding Two Through Lanes</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
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<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regionally Significant</td>
<td>St. Louis/ 6595-16/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Delmar, Debaliivere &amp; Loop Trolley Infrastructure</td>
<td>Resurface Delmar/Debalivere, Install Track To Maint. Facility, Lighting, Trolley Car Rehab, Signal Interconnect</td>
<td>Capital Improvement - Transit</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
</tr>
<tr>
<td>Regionally Significant</td>
<td>St. Louis County/ 6636A-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>2017 North County ITS</td>
<td>Locations Along Ashby; Brown; Dorsett; Jennings Stn Rd Lilac; North &amp; South Rd; And McKelvey Rd</td>
<td>Intelligent Transportation Systems (ITS)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
</tr>
<tr>
<td>Regionally Significant</td>
<td>St. Louis County/ 6636B-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>2017 South County ITS</td>
<td>Locations Along Ambes Rd; Butler Hill; Lemay Ferry Lindbergh Blvd; Union Rd, Forder Rd And Meramec Bottom Rd</td>
<td>Intelligent Transportation Systems (ITS)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
</tr>
<tr>
<td>Regionally Significant</td>
<td>St. Louis County/ 6636C-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>2017 Southwest County ITS</td>
<td>Various Locations Along Bowles Ave; Clayton Rd; Hawkins Rd And Old State Rd</td>
<td>Intelligent Transportation Systems (ITS)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
</tr>
<tr>
<td>Regionally Significant</td>
<td>St. Louis County/ 6636D-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>2017 West County ITS</td>
<td>Various Locations Along Garman Rd; Chesterfield Pky W; Conway Rd; Kehrs Mill Rd; Mcknight Rd And Weidman Rd</td>
<td>Intelligent Transportation Systems (ITS)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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</tbody>
</table>
## Table A-1
### New Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
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<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Regionally Significant</td>
<td>Chesterfield 6625-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Chesterfield City Fleet Conversion</td>
<td>Construct Cng Fueling Facility, Purchase 7 Cng 2.5 Ton Trucks, 6 Cng/Gas 1.5/1/0.5 Ton Trucks</td>
<td>Air Quality Related Improvement</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact on VMT - Vehicle Replacement</td>
</tr>
<tr>
<td>Not Regionally Significant</td>
<td>De Soto/ 6626-17/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 21</td>
<td>Cajun Drive To MO H Two Way Turn Lane - Shared Use Path (8')</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Not Regionally Significant</td>
<td>Hillsboro/ 6637-17/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Business 21, Phase 3</td>
<td>Leon Hall Parkway To Main Street Two Way Turn Lane - Sidewalk (6')</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Not Regionally Significant</td>
<td>IDOT/ 5490A-17/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 13 / IL 158</td>
<td>At Freeburg Ave Intersection Reconstruction</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Not Regionally Significant</td>
<td>IDOT/ 6641-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>ITS 2016-1</td>
<td>IL 15 (Mp 17.3) To Mousette (Mp 15.1) Install Fiberoptic Cable, 1 Cctv Camera, Dyn. Msg. Sign</td>
<td>Intelligent Transportation Systems (ITS)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 6063B-16/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 47</td>
<td>Demolition Of Building At Washington Bridge</td>
<td>Bridge Reconstructi on/ Replacement (No Additional Through Lanes)</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact to VMT - Off Roadway</td>
</tr>
<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 6635-16/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Motorist Assist Upgrades</td>
<td>Along Motorist Route - 208 Miles; Install Gps Interoperable Communication W Emergency Services</td>
<td>Traffic Operations</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact to VMT - Off Roadway</td>
</tr>
</tbody>
</table>
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<tr>
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<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Regionally Significant</td>
<td>Wentzville/ 6600-17/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Wentzville Parkway Turnlane</td>
<td>Schroeder Creek Blvd To Meyer Road Two Way Turn Lane - Shared Use Path (10')</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.127</td>
<td>Arnold/ 6624-16/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Tenbrook Road/ Fox Schools Ext</td>
<td>At Jeffco Blvd (US 61767) Left Turn Lanes - Sidewalk - Intersection Improvement</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.127</td>
<td>Columbia/ 6638-16/ Monroe</td>
<td>FY 2016 - 2019 TIP</td>
<td>Gall Road</td>
<td>At IL 3 Add Left Turn Lane</td>
<td>Traffic Operations</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.127</td>
<td>O'Fallon/ 6639-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Green Mount Road</td>
<td>At Central Park Drive Intersection Improvements - Dual Left And Right Turn Ln</td>
<td>Traffic Operations</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tbody>
<tr>
<td>Exempt - 93.127</td>
<td>O'Fallon/ 6629-17/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO N</td>
<td>At Hawk Ridge Trail Intersection Improvements</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.127</td>
<td>Sauget/ 6642-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 3</td>
<td>At Queeny Ave Extended Right Turn Lane IL 3/Merge On Queeny</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.127</td>
<td>St. Louis/ 6630-16/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-70</td>
<td>At Broadway (Northbound) Relocate Wb Off Ramp To Carrie</td>
<td>Traffic Operations</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.127</td>
<td>Troy/ 6640-16/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>US 40</td>
<td>At Spring Valley Road Install Traffic Signal - Intersection Improvements</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Alton/ 6610-19/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Washington Avenue</td>
<td>College Avenue (IL 140) To 130 Ft North Of Salu St Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Ballwin/ 6577-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ramsey Lane Bridge</td>
<td>Over Fishpot Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Bellefontaine Neighbors/ 6578-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ashbrook Drive And Cabot Drive Roadway And Sidewalk</td>
<td>Ashbrook Dr - Chambers Road To Cabot Drive Cabot Dr - Ashbrook Drive To Coburg Lands</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Belleville/ 6611-19/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>West Main Street</td>
<td>17Th Street To 28Th Street Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Clayton/ 6579-18/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Brentwood Boulevard</td>
<td>Clayton Road To Forsyth Blvd Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Collinsville / 6617-19/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Sugarloaf Road,Phase 1</td>
<td>1,150' East Of IL 157 To 1,750 East Of IL 157 Reconstruction - Sidewalk (5')</td>
<td>Roadway Reconstructi on (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Crystal City/ 6580-17/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Park Street And Virginia Avenue</td>
<td>Park Street - Parkview Dr To 14Th St; Virginia Ave - Park Dr To 11Th St - Sidewalk (6') - Lighting</td>
<td>Pedestrian Facilities - Construction</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>East Alton/ 6620-19/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Franklin Avenue</td>
<td>IL 140/111 To California Avenue Patching - Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Fenton/ 6581-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old Gravois Road, Phase 2</td>
<td>Ferry St To MO 141 Reconstruct - Sidewalk (5') - ADA Improvements</td>
<td>Roadway Reconstructi on (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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</tbody>
</table>
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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Ferguson/ 6582-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Brotherton- January- Powell Street Improvement s</td>
<td>Broth: Thomas To Hem; January: N Floris To City Lim Limits; Powell Dr - Elizabeth To North Florissant</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Florissant/ 6584-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>North Lafayette Street Reconstruction, Phase 2</td>
<td>Rue St. Louis Street To Washington Street Resurfacing - Base Repairs - Add Sidewalks (5’)</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Franklin County/ 6602-16/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Fiddle Creek Road Bridge</td>
<td>Over Fiddle Creek Replace Bridge (# 0800022)</td>
<td>Bridge Reconstruciton/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No Local Road - Not Included In Modeling Network</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Godfrey/ 6621-19/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Clifton Terrace Road</td>
<td>300’ North Of Mcadams Parkway (IL 100) To 335’ South Of IL 3 Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Granite City/ 6612-19/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Fehling Road North</td>
<td>IL 203 To Continue To West 980’ Reconstruction - ADA Improvements</td>
<td>Roadway Reconstructi on (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Grantwood Village/ 6685-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Grant Road</td>
<td>Gravois Road To Pardee Road Resurfacing - Lighting</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Green Park/ 6585-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Green Park Road</td>
<td>Lin Valle Drive To East Of Green Park Industrial Dr Reconstruction - Shared Use Path (8”)</td>
<td>Roadway Reconstructi on (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
# Appendix A
## Transportation Planning Projects

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<tr>
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<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 6648A-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-64</td>
<td>W/O IL 159 To W/O Greenmount Rd Microsurfacing</td>
<td>Roadway Resurfacing</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.126</td>
<td>IDOT/ 6648B-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-64 / US 50</td>
<td>W/O IL 157 To IL 159 Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Interstate</td>
<td>2025</td>
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## Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<th>Functional Class</th>
<th>Horizon Year</th>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 4384-08/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-70 Collector-Distributor</td>
<td>Poplar St Bridge Complex - Concrete Overlays Wb( .01 Mi E/O Poplar Street Bridge)</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 6649-19/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 15</td>
<td>Over Richland Creek - 1 Mi E Of IL 159 Replace Bridge Deck</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 6644-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 156</td>
<td>IL 159 To IL 13 Resurfacing (3P)</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 6647-19/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 157</td>
<td>Over Trib Of Silver Creek S Of Hamel Replace Bridge; Land Acq.; Utilities</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 6646-16/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 3</td>
<td>0.1 Mi S/O IL 143 To 0.2 Mi N/O New Poag Rd Microsurfacing - Patching</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>IDOT/ 6643-16/ Monroe</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 3</td>
<td>Vanderbrook Dr To Randolph Co. Line Resurfacing (3P)</td>
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<td>Exempt - 93.126</td>
<td>IDOT/ 4942-11/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 4</td>
<td>Silver Creek 0.7 Mi N Of US 40 Bridge Replacement</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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### Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
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<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 5672-16/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Martin Luther King Jr. Bridge (Ill Ave. / Fap799 )</td>
<td>Milk Bridge In East St. Louis Bridge Deck Sealing</td>
<td>Bridge Reconstructi on/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 6645-17/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>N Siu Entrance Road</td>
<td>Over Cahokia Creek - 0.5 Mi S Of IL 143 Replace Bridge Deck; Superstructure</td>
<td>Bridge Reconstructi on/ Replacement (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6604B-18/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Antire Road</td>
<td>At Williams Creek Rd Intersection Improvements</td>
<td>Traffic Operations</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6604C-17/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old State Route 21</td>
<td>At Lions Den Road Intersection Improvements - Left Turn Lane</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6604A-17/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old State Rt. 21</td>
<td>At East/West Four Ridge Road Intersection Improvements</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6604D-17/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Romaine Creek Road</td>
<td>Schneider Drive To West Rock Creek Road Overlay</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<td>Air Quality</td>
<td>Sponsor/ TIP#/ County</td>
<td>Status</td>
<td>Project</td>
<td>Description</td>
<td>Investment Type</td>
<td>Functional Class</td>
<td>Horizon Year</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Lake Saint Louis/ 6557-17/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lake Saint Louis Blvd, Phase 1</td>
<td>500 Feet West Of Chase Court To Pleasant Meadow Drive Reconstruction - Sidewalk Improvements (5')</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Lebanon/ 6613-19/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Mcallister Street</td>
<td>IL 4 (Madison Street) To Herman Street Reconstruction - Sidewalk (5')</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Madison County/ 6574A-16/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Seminary Rd</td>
<td>Over Tributary Of Honeycut Branch Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Manchester/ 6608-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Spring Meadows Drive Bridge</td>
<td>Over Grand Glaize Creek Replace Bridge - Sidewalk</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Maryland Heights/ 6598-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Creve Coeur Mill Road</td>
<td>MO 141 To Pritchard Farm Road Overlay</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Mascoutah/ 6614-19/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Berm Multi-Use Path</td>
<td>10Th Street Extension To County Road Shared Use Path (10')</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
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<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 6571-16/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bus And RaL Facility Improvement s</td>
<td>Facility Upgrades And Equipment</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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## Table A-1
New Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 6623A-16/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bus Replacement - 2016 (A)</td>
<td>Replace 11 Buses</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 6623B-16/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bus Replacement - 2016 (B)</td>
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<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5927A-16/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Metrolink Row Improvement s</td>
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<td>Capital Improvement - Transit</td>
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<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 5927-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Metrolink Row Improvement s</td>
<td>Auxiliary Transformers &amp; Event Recorders</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5929A-16/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Metrolink Station Improvement s</td>
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<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 5929-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Metrolink Station Improvement s</td>
<td>Station Platform Tactile Warning Strip Replacement - Illinois</td>
<td>Capital Improvement - Transit</td>
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<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 6533R-16/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Project Administration - 5310 Enhanced Mobility</td>
<td>Project Administration For 5310 Projects</td>
<td>Capital Improvement - ParaTransit</td>
<td>N/A</td>
<td>2025</td>
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<td>No Significant Impact On VMT - Transit Capital</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5925C-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Revenue Vehicles</td>
<td>Bus Replacement Program</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5969E-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>I 270</td>
<td>I-44 To I-55 Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Interstate</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5969A-16/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>I 70</td>
<td>MO 94 To East Of I-270 Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Interstate</td>
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<td>MoDOT/ 5969F-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
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<td>MO 141 To MO 109 Pavement Improvements</td>
<td>Roadway Resurfacing</td>
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<td>2025</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5305J-11/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-55</td>
<td>At 3rd Street Viaduct Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5969C-16/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-64</td>
<td>East Of Sarah Street To 21St Street Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 6533S-16/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Project Administration - 5310 Enhanced Mobility</td>
<td>Project Administration For 5310 Projects</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No - No Significant Impact On VMT - Transit Capital</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5969D-16/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Rv I-70</td>
<td>Reversible Lanes From East Of Union To Broadway Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<th>Horizon Year</th>
<th>TDM</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 6568B-16/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various</td>
<td>Various Locations In St.Charles County Job Order Contract For Guardrail Repair</td>
<td>Traffic Operations</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact to VMT - Off Roadway</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 6568D-17/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various</td>
<td>Various Locations In The St.Louis District On-Call Work Zone Enforcement</td>
<td>Traffic Operations</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact to VMT - Off Roadway</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 6568F-16/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various</td>
<td>Various Primary Route Locations In St.Louis District Job Order Contracting For Concrete Pavement Repair</td>
<td>Roadway Resurfacing</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Maintenance At Various Locations</td>
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</tbody>
</table>
### Appendix A
Transportation Planning Projects

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

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

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>O’Fallon/ 6615-19/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Simmons Road, Phase 2</td>
<td>Lakeview Ln To Milburn School/Fairwood Hills Rd Reconstruction - Sidewalk (5’)</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Pacific/ 6592-17/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Hwy N - Phase 2 - Sidewalk Project</td>
<td>Indian Trail Road To Myers Farm Lane Sidewalk (5’)</td>
<td>Pedestrian Facilities - Construction</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Shiloh/ 6622-19/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Shiloh Station Road, Phase 5</td>
<td>373’ North Of Johnson Road To 1270’ North Of Johnson Road Reconstruction - Shared Use Path (8’) - Sidewalk (5’)</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Charles County/ 6605-18/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>South River Road Reconstruction</td>
<td>South Main Street To Friedens Road/Arena Parkway Reconstruction - Sidewalk (5’) - ADA Improvements</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Clair/ 6594-17/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bardot Street</td>
<td>MO 30 To St. Clair High School Entrance Resurfacing - Add Sidewalk (8')</td>
<td>Traffic Operations</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Clair County/ 6575B-18/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Jefferson St/Floraville Rd</td>
<td>IL 158 To Douglas Rd Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Clair County/ 6619A-19/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Scott-Troy Road (Phase I)</td>
<td>337 Feet South Of Keck Ridge Drive, To Madison County Line Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Clair County/ 6619B-19/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Scott-Troy Road (Phase II)</td>
<td>US 50 To 1,145 Feet South Of Keck Ridge Road Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607K-18/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Allen Road Bridge</td>
<td>Over Union Pacific Railroad Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607F-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Big Bend Boulevard (North End) - 2018</td>
<td>I-64 To Delmar Boulevard Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607E-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Big Bend Boulevard (North) - 2018</td>
<td>Manchester Road (MO 100) To 100 Feet North Of Dale Avenue Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
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<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
<th>Project Description</th>
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<th>Functional Class</th>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607H-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Chesterfield Parkway West (North)</td>
<td>I-64 To Olive Boulevard (MO 340) Resurfacing - ADA Improvements - Dual Left At Swingley</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607I-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Clayton Road (East)</td>
<td>City Limit Of St. Louis To Hanley Road Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607D-18/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Jennings Station Road (North)</td>
<td>260 Feet Southwest Of Hord Avenue To Halls Ferry Road Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607J-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Laclede Station Road</td>
<td>400 Feet North Of Weil Avenue To Newport Avenue Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607L-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lewis Road Bridge</td>
<td>Over Union Pacific Railroad Replace Bridge</td>
<td>Bridge Reconstructi on/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607C-18/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Mehl Avenue/Patterson Road - 2019</td>
<td>Lemay Ferry Road (US 61-67) To Yaeger Road Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6607G-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>North Hanley Road - 2019</td>
<td>St. Charles Rock Rd (MO 180) To Natural Bridge Rd (MO 115) Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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## Table A-1

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

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

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Wentzville/ 6599-17/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>South Linn Avenue</td>
<td>Main Street To West 4Th Street Reconstruction - Sidewalk Upgrade (4.5')</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Wildwood/ 6601-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Manchester Road Streetscape Phase 3</td>
<td>Eatherton Road To Taylor Road Sidewalks (8') - Bike Ln (5') - Storm Sewers</td>
<td>Pedestrian Facilities - Construction</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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### Table A-2
**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Regionally Significant</td>
<td>Bethalto/ 6097-20/ Madison</td>
<td>Non- Federally Funded Project</td>
<td>Thelma/Corbin Street</td>
<td>Old Bethalto Road To IL 140 New Two Lane Road</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>Dupo/ 4593-08/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Davis St. Ferry Road</td>
<td>At I-255 - New Interchange SAFETEA-LU Earmark - Sec. 1702 # 26</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>Highland/ 7053-13/ Madison</td>
<td>Non- Federally Funded Project</td>
<td>Iberg Road Extension</td>
<td>Michael Road To US 40 New Road - Bridge - Multiuse Path</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>N/A</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>IDOT/ 6061-45/ Madison</td>
<td>Long Range Plan - Connected 2045</td>
<td>Alton-Godfrey Expressway</td>
<td>US 67 To IL 255 Construct New Road</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>N/A</td>
<td>2045</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>IDOT/ 6066-35/ Madison</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-270</td>
<td>IL 111 To Mississippi River Improve Interstate And Interchanges</td>
<td>Adding Lanes To Existing Road/ Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2035</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>IDOT/ 6068A-45/ Madison</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-270</td>
<td>IL 111 To Mississippi River Improve Interstate And Interchanges</td>
<td>Adding Lanes To Existing Road/ Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2045</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>IDOT/ 6102-25/ Multi-State</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-270</td>
<td>Over Mississippi River Replace Bridge</td>
<td>Adding Lanes To Existing Road/ Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>IDOT/ 5939-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-55/64/70/Us-40</td>
<td>Eastbound Bridge Add Lane To IL 3 Reimbursement To Modot</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>IDOT/ 4932-08/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-70 - New Mississippi River Bridge</td>
<td>I-64/70 -Tri-Level-Mrb 2014-2016 Funding For Archeology</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>IDOT/ 6062-25/ Multi-County-I</td>
<td>Long Range Plan - Connected 2045</td>
<td>IL 3</td>
<td>Cahokia To Venice Relocate, Construct Four-Lane Roadway</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>IDOT/ 6062A-35/ Multi-County-I</td>
<td>Long Range Plan - Connected 2045</td>
<td>IL 3</td>
<td>Cahokia To Venice Relocate, Construct Four-Lane Roadway</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Principal Arterial</td>
<td>2035</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>Loop Trolley Tdd/ 2946B-11/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Loop Trolley</td>
<td>Delmar-Trinity To Debaliviere Then S To MO Hist. Museum Construct Electric Streetcar Line - Tot Cost $44 Mil</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
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<td>Regionally Significant</td>
<td>Sponsor/ TIP#/ County</td>
<td>Status</td>
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<td>Manchester/ 6096-14/ St. Louis City</td>
<td>Non- Federally Funded Project</td>
<td>Big Bend Road</td>
<td>Dougherty Ferry Rd To Barrett Station Rd Widen To Four Lanes</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>Metro/ 6529-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Central Corridor Transit Enhancements</td>
<td>Construct New Metrolink Station At Boyle; Expand Cwe Metrolink Stn; Bike Trail In Cortex</td>
<td>Capital Improvements - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>MoDOT/ 6050F-45/ St. Louis</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>I-270</td>
<td>Dorsett To MO 370 Improve Interchange</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2045</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>MoDOT/ 6050A-30/ St. Louis</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>I-270</td>
<td>Hanley/Graham To Old Halls Ferry Road Improve Interstate, Interchanges, &amp; Outer Rds</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<td>MoDOT/ 6050-25/ St. Louis</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>I-270</td>
<td>I-170 To US 67 (Lindbergh) Improve Interstate And Interchange</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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## Table A-2
### Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Regionally Significant</td>
<td>MoDOT/ 6050G-45/ St. Louis</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-44 To MO 30 Improve Corridor; Add Capacity</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2045</td>
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<td>Regionally Significant</td>
<td>MoDOT/ 6050C-35/ St. Louis</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-270 Mcdonnell To MO 370 Improve Interstate And Interchanges</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2035</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>MoDOT/ 6050E-35/ Multi-County-M</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-270 MO H To Lilac - Rehab Pavement/Bridges ; Add Capacity Modify Interchanges And Outer Roads</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2035</td>
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<td>Regionally Significant</td>
<td>MoDOT/ 6050B-35/ St. Louis</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-270 Old Halls Ferry To Hanley/Graham Improve Interstate;Interchanges;Outer Roads</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2035</td>
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<td>Regionally Significant</td>
<td>MoDOT/ 6053-25/ St. Louis</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-44 Geyer To MO 141 Replace Bridges</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
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<td>MoDOT/ 6053A-35/ St. Louis</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-44 Geyer To MO 141 Replace Bridges</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
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<td>Horizon Year</td>
<td>TDM</td>
<td>Comment</td>
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<td>Regionally Significant</td>
<td>MoDOT/ 6079-45/ Multi-County-M</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>I-44</td>
<td>Murdoch To Shrewsbury Improve Interchange</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2045</td>
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<td>Regionally Significant</td>
<td>MoDOT/ 6073-45/ St. Louis City</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>I-55</td>
<td>Carondelet To Germania Construct New Bridges Over River Des Peres</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2045</td>
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<tr>
<td>Regionally Significant</td>
<td>MoDOT/ 5699-13/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-55</td>
<td>MO Z On Ramp To 0.8 Miles North Add Through Lane</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2025</td>
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<tr>
<td>Regionally Significant</td>
<td>MoDOT/ 6054-45/ Jefferson</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>I-55</td>
<td>MO Z To US 67 Rehab Pavement/Bridges ; Imp Interchanges; Add Lanes</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2045</td>
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<tr>
<td>Regionally Significant</td>
<td>MoDOT/ 6055-35/ St. Louis City</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>I-64</td>
<td>161Th To Jefferson (22Nd( Revise Interchange - Upgrade 22Nd To Parkway</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2035</td>
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<tr>
<td>Regionally Significant</td>
<td>MoDOT/ 5479D-15/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-64</td>
<td>Inc $1,869,000 Idot Funds For Construction Illinois Approach To The Poplar Street Bridge</td>
<td>Bridge Reconstruct ion/ Replaceme nt (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>MoDOT/ 6107-35/ St. Charles</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>I-64</td>
<td>MO K To I-70 Add Capacity</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Interstate</td>
<td>2035</td>
<td>Yes</td>
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## Table A-2
### Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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

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

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<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
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<th>Description</th>
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<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Regionally Significant</td>
<td>MoDOT/ 6059-35/ St. Louis City</td>
<td>Long Range Plan - Connected 2045</td>
<td>MO H (Riverview)</td>
<td>I-270 To Hall Street Upgrade To Parkway</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Principal Arterial</td>
<td>2035</td>
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<td>Regionally Significant</td>
<td>MoDOT/ 6395-14/ St. Charles</td>
<td>Carryover Project</td>
<td>MO K And I-70 Interchange Signal Optimization</td>
<td>MO K I-64 To I-70; I-70 Interchanges; Fifth To MO W</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
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<tr>
<td>Regionally Significant</td>
<td>MoDOT/ 6434-14/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>US 61</td>
<td>MO A To Peine Rd - Costshare W St Charles Co Median Crossovers And Interchange At MO P/Peine</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Expressway</td>
<td>2025</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>O'Fallon/ 6524-18/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ashland Avenue Extension Phase 1</td>
<td>Hartman Lane To Central Park Drive New Road</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>O'Fallon/ 5886-13/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>East / West Terra Overpass - Sidewalk</td>
<td>At MO M (Main St) On Overpass - Bike Ped Improvements</td>
<td>Pedestrian Facilities - Constructio n</td>
<td>Principal Arterial</td>
<td>2025</td>
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<tr>
<td>Regionally Significant</td>
<td>O'Fallon/ 6099-20/ St. Charles</td>
<td>Non- Federally Funded Project</td>
<td>Old Missouri 79 Extension</td>
<td>T.R. Hughes Blvd To Perque Creek Rd. New Two Lane Road</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Regionally Significant</td>
<td>St. Charles County/ 7055-13/ St. Charles</td>
<td>Non- Federally Funded Project</td>
<td>Deer Creek/Elaine Connection</td>
<td>MO P To Elaine Drive Extension Of 2 Lane Road</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>N/A</td>
<td>2025</td>
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<td>Regionally Significant</td>
<td>St. Charles County/ 7060-22/ St. Charles</td>
<td>Non- Federally Funded Project</td>
<td>Duello Road, Phase 2</td>
<td>Perque Creek To South 0.89 Miles Build Road East Of Duello Elem School</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Air Quality</td>
<td>Sponsor/ TIP#/ County</td>
<td>Status</td>
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<td>Investment Type</td>
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<td>Horizon Year</td>
<td>TDM</td>
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<td>Regionally Significant</td>
<td>St. Charles County/ 6473-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Gateway Green Light, Phase 3</td>
<td>Various Roads In St. Charles County Fiberoptic Cable, Cctv, Dms Installation, Vehicle Detection</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>St. Charles County/ 6474-16/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-70</td>
<td>At Fifth Street&amp; Fairgrounds Rd - Diverg Diamond Int At Fifth Street - Access Improvements To Fairgrounds</td>
<td>Traffic Operations</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>St. Charles County/ 7025A-13/ St. Charles</td>
<td>Non-Federally Funded Project</td>
<td>Interstate Drive, Phase 4</td>
<td>Hepperman Road To 0.6 Mi West Build New 2 Lane Road</td>
<td>New Road/Bridge (Adding SOV Capacity)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Regionally Significant</td>
<td>St. Clair County/ 3502-05/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Frank Scott Pwy (Fau 9256)</td>
<td>Cross St In Shiloh To IL 158 SAFETEA-LU Earmark Sec. 1702 # 2110</td>
<td>New Road/Bridge (Adding SOV Capacity)</td>
<td>Minor Arterial</td>
<td>2025</td>
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<tr>
<td>Regionally Significant</td>
<td>St. Louis/ 6476-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Downtown Traffic Signal Improvement s</td>
<td>Broadway &amp; 7Th St: Chestnut St. To Market St Chestnut St &amp; Market St 7Th St. To Broadway</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>St. Louis/ 6338-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>North Broadway</td>
<td>Thrush Avenue To Walter Avenue Lane Diet (4 To 2 Lns) - Replace Sidewalks - Traffic Signals</td>
<td>Pedestrian Facilities - Constructio n</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>St. Louis County/ 6477B-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Airport - Westport And Vicinity ITS</td>
<td>Various Locations Along Elizabeth Ave, Paul Ave, Bermuda Dr, J.S. Mcdonnell Blvd, Mckelvey Rd</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>St. Louis County/ 7058-13/ St. Louis</td>
<td>Non-Federally Funded Project</td>
<td>Baumgartner Road</td>
<td>Fireleaf To Blackforest Realign Intersection</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
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<td>Regionally Significant</td>
<td>St. Louis County/ 5802-13/ St. Louis</td>
<td>Carryover Project</td>
<td>Chambers Road Infrastructure</td>
<td>Bellefontaine Road To West Florissant Rd Resurfacing - ADA Improvements - Signal Interconnect</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>St. Louis County/ 6477A-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Chesterfield Valley ITS</td>
<td>Various Locations Along Chesterfield Pkwy, Wild Horse Creek Rd, Chesterfield Airport Rd</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Regionally Significant</td>
<td>St. Louis County/ 4569A-07/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Hanley Road</td>
<td>At MO 100 (Manchester Rd) SAFETEA-LU Earmark - Sec. 1702 # 1128 - MO 102</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>St. Louis County/ 5865-13/ St. Louis</td>
<td>Carryover Project</td>
<td>ITS West And South</td>
<td>Locations Along Baxter/Sulphur Spring, Sappington Craig/Westport Plaza/Marine, &amp; Chesterfield Airport Rd</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Regionally Significant</td>
<td>St. Louis County/ 5811-13/ St. Louis</td>
<td>Carryover Project</td>
<td>Murdoch Avenue &amp; Murdoch Cut-Off</td>
<td>Laclede Station Rd To Lansdowne Resurfacing - ADA Improvements - Signal Interconnect</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Regionally Significant</td>
<td>St. Louis County/ 6400-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>North Central County ITS - 2016</td>
<td>Various Locations Along Woodson, Mcknight, Delmar, Baur, And Schuetz - Install Fiberoptic</td>
<td>Intelligent Transportation Systems (ITS)</td>
<td>Principal Arterial</td>
<td>2025</td>
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<td>St. Louis County/ 6477C-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Northeast County ITS</td>
<td>Various Locations Along New Halls Ferry Rd, Parker Rd Redman Ave, Shepley Dr</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>St. Louis County/ 6477D-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Sappington Corridor ITS</td>
<td>Various Locations Along Sappington Rd, Kennerly Rd Old Tesson Rd, Mattis Rd</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>St. Louis County/ 6402-15/ St. Louis</td>
<td>Carryover Project</td>
<td>South Central ITS - 2015</td>
<td>Various Locations Along Hanley Rd, Laclede Station Rd, Tesson Ferry Rd, Wilhusen, &amp; Murdoch - Install Fiberoptic</td>
<td>Intelligent Transportation Systems (ITS)</td>
<td>Principal Arterial</td>
<td>2025</td>
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<td>St. Louis County/ 6401-15/ St. Louis</td>
<td>Carryover Project</td>
<td>South County ITS - 2015</td>
<td>Various Locations Along Mackenzie Rd, Union Rd Weber Rd, And Bayless Ave - Install Fiberoptic</td>
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<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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### Table A-2

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

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

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<th>Air Quality</th>
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<tr>
<td>Regionally Significant</td>
<td>Wentzville/ 6100C-45/ St. Charles</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>David Hoekel Parkway, Phase 5</td>
<td>Jackson Rd To Proposed Interstate Dr New Four Lane Road</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Minor Arterial</td>
<td>2045</td>
<td>Yes</td>
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<tr>
<td>Regionally Significant</td>
<td>Wentzville/ 6094-14/ St. Charles</td>
<td>Non- Federally Funded Project</td>
<td>Mexico Road</td>
<td>MO P To High Country Road New Two Lane Roadway</td>
<td>Adding Lanes To Existing Road /Bridge (Adding SOV Capacity)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Not Regionally Significant</td>
<td>Cottleville/ 6307-15/ St. Charles</td>
<td>Carryove r Project</td>
<td>MO N</td>
<td>Eagle Hill Ln To Weiss Road Raise Roadway Out Of Flood Plain - Two Way Turn Ln</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Not Regionally Significant</td>
<td>Jefferson County Port Authority/ 6468-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Marine Vessel Engine</td>
<td>Repower 10 Marine Vessels Serving Mississippi And Missouri Rivers In Non-Attainment Area</td>
<td>Air Quality Related Improveme nt</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact to VMT - Off Roadway</td>
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<td>Not Regionally Significant</td>
<td>Ladue/ 6095-14/ St. Louis</td>
<td>Non- Federally Funded Project</td>
<td>Clayton Road</td>
<td>Conway Road To Cabin Club Dr Add Bi Directional Turn Lane</td>
<td>Traffic Operations</td>
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<td>2025</td>
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<tr>
<td>Not Regionally Significant</td>
<td>Madison County Transit District/ 4693A-14/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 3 Transit Corridor Access Improvement s</td>
<td>Park &amp; Ride @ IL 3 &amp; Hartford/Pontoon/ Niedringhaus Bus Traffic Signal Preemption/Stn @ IL3 &amp; Mckinley</td>
<td>Air Quality Related Improveme nt</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Air Quality</td>
<td>Sponsor/ TIP/ County</td>
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<tr>
<td>Not Regionally Significant</td>
<td>Madison County Transit District/ 6444-15/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Mct Transit Operations Center/Safety Enhancements</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Not Regionally Significant</td>
<td>Maryland Heights/ 5779-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Adie Road, Phase 3</td>
<td>Fee Fee Road To Schuetz Road Sidewalks - Road Reconstruction - Center Turn Ln Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Not Regionally Significant</td>
<td>Metro/ 4123A-04/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Downtown Transfer Center</td>
<td>Downtown Transfer Center Fy 04, 06 And 10 Congressional Earmarks</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
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<td>Not Regionally Significant</td>
<td>Metro/ 5837A-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Downtown Transit Center</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>Yes</td>
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<td>Not Regionally Significant</td>
<td>Metro/ 5837-13/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Downtown Transit Center</td>
<td>14th And Spruce Streets, St. Louis, MO</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
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<tr>
<td>Not Regionally Significant</td>
<td>Metro/ 5416-11/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>North County Transit Center</td>
<td>Construct Bus Transfer Facility Including 10 Bus Berths, Commuter Parking, Van Dispatch</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Not Regionally Significant</td>
<td>Metro/ 5922D-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>North County Transit Center, Phases 1 &amp; 2</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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## Table A-2

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

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<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
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<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 6396-15/ Multi-County-M</td>
<td>Carryover Project</td>
<td>Central Signal System</td>
<td>Central Control For All Traffic Signals In Franklin, Jefferson, St. Charles, St. Louis Cos. And St. Louis City.</td>
<td>Traffic Operations</td>
<td>N/A</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 6471-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Flashing Yellow Arrow Installation 2016</td>
<td>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)</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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### Table A-2
**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

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<th>Horizon Year</th>
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<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 6105-35/ St. Louis</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-170</td>
<td>Scudder To Airport Rd Improve Interchanges</td>
<td>Traffic Operations</td>
<td>Interstate</td>
<td>2035</td>
<td>Yes</td>
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<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 6072-25/ St. Louis City</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-64</td>
<td>Grand/Market Interchange Revise Interchange</td>
<td>Traffic Operations</td>
<td>Interstate</td>
<td>2025</td>
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<td>MoDOT/ 5948C-18/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-64</td>
<td>Tmc Building Its Operations, Contract Staffing And Professional Services</td>
<td>N/A</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Operations Budget</td>
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<td>Not Regionally Significant</td>
<td>MoDOT/ 5512D-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-64</td>
<td>Tmc Building Its Operations, Contract Staffing, And Professional Services</td>
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<td>N/A</td>
<td>2025</td>
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<td>No Significant Impact On VMT - Operations Budget</td>
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<td>Not Regionally Significant</td>
<td>MoDOT/ 5735-17/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-64</td>
<td>Tmc Building Its Operations, Contract Staffing, And Professional Services</td>
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<td>N/A</td>
<td>2025</td>
<td>No</td>
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<td>MoDOT/ 5948B-18/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-64</td>
<td>Tmc Building Its Operations, Modot Staff, Equipment Maintenance &amp; Tmc Operations</td>
<td>N/A</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Operations Budget</td>
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Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<td>MoDOT/ 6065-45/ St. Louis</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>I-70</td>
<td>At MO U Improve Interchange</td>
<td>Traffic Operations</td>
<td>Interstate</td>
<td>2045</td>
<td>Yes</td>
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<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 4424D-12/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO N</td>
<td>Eagle Hill To Weiss Road Left Turn Ln &amp; Shoulders</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 6387-14/ St. Charles</td>
<td>Carryover Project</td>
<td>MO Z</td>
<td>At I-70 Westbound On/Off Ramp Construct Roundabout</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Air Quality</td>
<td>Sponsor/ TIP/ County</td>
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<td>TDM</td>
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<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 5713-13/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Or I-44 Bridge Over The Meramec River Removal</td>
<td>Traffic Operations</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<td>Not Regionally Significant</td>
<td>MoDOT/ 6472A-16/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Signal Optimization 2016 (A)</td>
<td>Locations Along MO 30 (Stl City) - US 50 (Franklin Co) &amp; MO 100, MO 267, And I-64 Interchanges (Stl Co)</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
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<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 6472B-16/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Signal Optimization 2016 (B)</td>
<td>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)</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
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## Appendix A
### Transportation Planning Projects

**Table A-2**

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<th>Air Quality</th>
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<td>MoDOT/ 6396B-15/ Multi-County-M</td>
<td>Carryover Project</td>
<td>Various</td>
<td>Various Signalized Intersections ESC For System Integration Of Central Traffic Signal Control System</td>
<td>Intelligent Transportati on Systems (ITS)</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Constructio n</td>
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<tr>
<td>Not Regionally Significant</td>
<td>MoDOT/ 6374B-15/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Viaduct St (I-44 Ramp)</td>
<td>At Viaduct Street/Thornton Road Intersection. Payment To Pacific For Improvements</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Not Regionally Significant</td>
<td>O’Fallon/ 5879-13/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Milburn School Road</td>
<td>At Old Collinsville Road Construct Roundabout</td>
<td>Traffic Operations</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<th>TDM</th>
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<tr>
<td>Not Regionally Significant</td>
<td>O’Fallon/ 5880-13/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Milburn School Road</td>
<td>At Simmons/Fairwood Hills Construct Roundabout</td>
<td>Traffic Operations</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<td>Not Regionally Significant</td>
<td>O’Fallon/ 5633-15/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Milburn School Road, Phase 4</td>
<td>Old Collinsville Road To 0.5 Miles East Reconstruction, Curb And Gutter</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Not Regionally Significant</td>
<td>St. Louis County/ 5552-13/ St. Louis</td>
<td>Carryover Project</td>
<td>Shackelford Road</td>
<td>Charbonier Road To Humes Add Center Turn Lane - Resurface</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>General Conformity</td>
<td>Alton/ 5663-13/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Alton Regional Multimodal Transportatio n Center</td>
<td>Construct Bus Transfer Center, Upgrade Golf, Barons Comm Pkwy And Construct Rds In Wadlow Town Centre</td>
<td>Capital Improvemen t - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.127</td>
<td>Collinsville / 4686-08/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Beltline Road</td>
<td>At Keebler Road Add Right Turn Lanes, Signal Upgrade</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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### Table A-2

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

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.127</td>
<td>Fairview Heights/ 6507-15/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Market Place And Plaza Drive</td>
<td>At IL 159 - Right In/Right Out At Plaza And Market Pt Dual Left Turn Ln Market Pt To Nb IL 159</td>
<td>Traffic Operations</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.127</td>
<td>Fairview Heights/ 5234-11/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Union Hill Road</td>
<td>At Longacre Dr Replace Stop Controlled Intersection With Signals</td>
<td>Traffic Operations</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.127</td>
<td>Loop Trolley Tdd/ 5447-11/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Delmar-Trinity Roundabout</td>
<td>West Of Trinity Avenue To Kingsland Avenue Related To 2946B-11 (Loop Trolley)</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.127</td>
<td>MoDOT/ 6385-14/ St. Louis</td>
<td>Carryover Project</td>
<td>MO 141</td>
<td>At Vance Road / Forest Avenue - Design Build Dual Left Turn 141 To Vance - Add Shared Thru/Right On Forest</td>
<td>Traffic Operations</td>
<td>Expressway</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.127</td>
<td>O'Fallon/ 6511-15/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Highway 50</td>
<td>At Old Collinsville Road Intersection Improvements</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.127</td>
<td>O'Fallon/ 5854-12/ St. Charles</td>
<td>Carryover Project</td>
<td>Sommers Road / Ronald Reagan Blvd</td>
<td>At MO N Intersection Improvements</td>
<td>Traffic Operations</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.127</td>
<td>O'Fallon/ 6372-14/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Waterford Crossing Dr</td>
<td>At MO K Add Right Turn Lane</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.127</td>
<td>Pagedale/ 6495-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Page Avenue (MO D)</td>
<td>At Ferguson Avenue Crosswalk/Intersection Improvements - Sidewalks</td>
<td>Pedestrian Facilities - Constructio n</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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### Table A-2

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

<table>
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<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
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<th>Horizon Year</th>
<th>TDM</th>
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<tr>
<td>Exempt - 93.127</td>
<td>St. Charles/ 6375-14/ St. Charles</td>
<td>Carryover Project</td>
<td>Elm Point Industrial Dr</td>
<td>At Elm St Dual Left Eb Elm Point To Elm - Intersection Improv.</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.127</td>
<td>St. Clair County/ 5026-09/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Frank Scott Parkway</td>
<td>At Old Collinsville Rd, Hartman Ln, Greenmount Rd Intersection Improvements</td>
<td>Traffic Operations</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.127</td>
<td>University City/ 5748-13/ St. Louis</td>
<td>Carryover Project</td>
<td>Westgate Avenue</td>
<td>At Olive Blvd Realign Intersection - Install Traffic Signal</td>
<td>Traffic Operations</td>
<td>Local Road</td>
<td>2025</td>
<td>Yes</td>
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<td>Air Quality</td>
<td>Sponsor/ TIP#/ County</td>
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<td>Project</td>
<td>Description</td>
<td>Investment Type</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Alton/ 6535-15/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>College Avenue Sidewalk</td>
<td>Holman St To Rock Springs Dr Upgrade Sidewalk (5')</td>
<td>Pedestrian Facilities - Construction</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Alton/ 5916-16/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>N. Rodgers Avenue</td>
<td>Over W Fork Of Wood River Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Ballwin/ 6305-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Henry Avenue</td>
<td>Clayton Road To Ballwin City Limits Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Ballwin/ 6457-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ries Road Bridge</td>
<td>Over Fishpot Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Bellefontaine Neighbors/ 6533Q-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>One (1) Wide Body Cutaway</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Exempt - 93.126</td>
<td>Belleville/ 6513-18/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>A St: N Illinois St (IL 159) To N Oak St Oak St: A St To E Main St</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Belleville/ 5363A-14/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Wesley Dr To S 2nd St</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Bel-Nor/ 6478-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Natural Bridge (MO 115) To St. Charles Rock Rd (MO 180) Reconstruct</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Bethalto/ 6514-18/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>200 Feet East Of Longfellow St To Moreland Rd</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Cahokia/ 4600-07/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 3/157 To Mississippi River Barge Dock SAFETEA-LU Earmark Sec. 1702 # 3163</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>Yes</td>
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Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Caseyville/ 5867-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>North Long Street Bridge</td>
<td>Over Little Canteen Creek Replace Bridge - Sidewalks</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Challenge Unlimited/ 5986D-14/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Operating Expansion</td>
<td>Operating Expenses For Specialized Transportation To Receive Vocational Training</td>
<td>Operating Assistance - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Operating Assistance</td>
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<td>Exempt - 93.126</td>
<td>Challenge Unlimited/ 6534B-15/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition - Operating Assistance</td>
<td>3 Low Floored Minivans - Fleet Expansion-1 Lfmv Replace Three Year Operating Assistance</td>
<td>Operating Assistance - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Operating Assistance</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Chesterfield/ 6542-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Schoettler Valley Drive To 550’ N/O Conway Rd Sidewalk (6’) - Bridge (10’)</td>
<td>Schoettler Valley Drive</td>
<td>Pedestrian Facilities - Constructio</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Chesterfield/ 6302-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Schoettler Road Bridge</td>
<td>Over Creve Coeur Creek Replace Bridge - Sidewalk</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Chesterfield/ 5753-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>South Greentrails Drive</td>
<td>Ladue Road To White Road</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Air Quality</td>
<td>Sponsor/ TIP#/ County</td>
<td>Status</td>
<td>Project</td>
<td>Description</td>
<td>Investment Type</td>
<td>Functional Class</td>
<td>Horizon Year</td>
<td>TDM</td>
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<tr>
<td>Exempt - 93.126</td>
<td>City Seniors/ 6533E-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>One (1) Lowered Floor Minivan</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Collinsville / 6453C-14/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Clay St</td>
<td>Seminary St To Morrison Sidewalk Improvements - Streetscape</td>
<td>Streetscape /Landscaping</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Off Road Enhancements</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Collinsville / 5868-16/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Clay Street</td>
<td>Combs Ave To North Morrison Ave Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Collinsville / 6404-17/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Main Street</td>
<td>St. Louis Rd To Lebanon Rd Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Collinsville / 6515-18/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Sugar Loaf Road</td>
<td>IL 157 To East 1,200 Feet. Reconstruct</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Collinsville / 5666J-12/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Twin Echo Elementary School</td>
<td>Carl St - S. Morrison Rd To Echo Dr Construct, Replace Or Repair Sidewalks</td>
<td>Pedestrian Facilities - Construction</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Columbia/ 6557A-15/ Monroe</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bolm-Schuhkraft Connector Main St To Columbia Middle School Sidewalk Along Monroe St - Shared Use Path</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Columbia/ 5869-16/ Monroe</td>
<td>FY 2016 - 2019 TIP</td>
<td>North Main Street Crestview Dr To IL 3 Resurfacing - Sidewalks</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Columbia/ 6516-18/ Monroe</td>
<td>FY 2016 - 2019 TIP</td>
<td>South Main Street Cherry St To IL 3 Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>Cottleville/ 6543-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO N Shared Use Path Motherhead Rd To Mid Rivers Mall Dr Shared Use Path (10’)</td>
<td>Bicycle Facilities - Construction</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<td>Exempt - 93.126</td>
<td>Creve Coeur/ 5755-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Coeur De Ville Lane Sidewalk - MO 340 (Olive Blvd) To MO Ab (Ladue Rd) Resurfacing - Parc Provence To Royal Valley Dr</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.126</td>
<td>Creve Coeur/ 6479-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Emerson Road Old Dallas Road To Ladue Road Sidewalk (5’)</td>
<td>Pedestrian Facilities - Construction</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<td>Exempt - 93.126</td>
<td>Creve Coeur/ 6479-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Warson Road Olive Blvd To South Creve Coeur City Limit (S/O Countryside Ln) - Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Exempt - 93.126</td>
<td>Crystal City/ 6480-17/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>County Road Bailey Rd To Lincoln Ave Sidewalk</td>
<td>Pedestrian Facilities - Construction</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Crystal City/ 6308-15/ Jefferson</td>
<td>Carryover Project Mississippi Avenue, Phase 2</td>
<td>1St Street To 6Th Avenue Reconstruct Road - ADA Improvements</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>De Soto/ 6558-15/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Main St Bridge Over Tanyard Branch Replace Bridge</td>
<td>Bridge Reconstruction/ Replacment (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Des Peres/ 6309-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Oak Drive Bridge Over Two-Mile Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacment (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
<td></td>
</tr>
</tbody>
</table>
### Table A-2
**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Disability Resource Association/ 6534F-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Operating Assistance</td>
<td>1 Year Operating Assistance</td>
<td>Operating Assistance - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Operating Assistance</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Disability Resource Association/ 6533C-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>Four (4) Lowered Floor Minivans</td>
<td>Capital Improvements - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>East Alton/6517-18/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Berkshire Boulevard</td>
<td>335 Feet West Wood River Ave To East 1,373 Ft Resurfacing - Sidewalk</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>East Alton/6406-17/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>East Alton Avenue</td>
<td>105 Ft S/O St. Louis Ave To Picker Ave Resurfacing, Curb &amp; Gutter, ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>East Alton/5870-16/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Shamrock Avenue</td>
<td>St. Louis Ave To 380’ North Of Olin Industrial Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>East St. Louis/5871-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Tenth Street</td>
<td>Missouri Ave To Summit Ave Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Edwardsville/6536-15/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Quince St Shared Use Path</td>
<td>IL 159/Magnolia To IL 159/Linden Shared Use Path (10-12') - Sidewalk</td>
<td>Bicycle Facilities - Constructio n</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
</tr>
</tbody>
</table>
Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Edwardsville/ 5872-16/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Springer/She ridan Avenue</td>
<td>IL 143 To Jefferson Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Edwardsville/ 6518-18/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>St. Louis Street, Phase 1</td>
<td>West St (IL 157) To Elm St Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Edwardsville/ 6407-17/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>West Schwarz Street</td>
<td>IL 157 To S. Buchanan St Resurfacing - Curb &amp; Gutter - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Ellisville/ 6310-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Hutchinson Road</td>
<td>MO 100 To Clayton Road Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Emmaus Homes/ 6533G-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>Eight (8) Lowered Floor Minivans</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Fairview Heights/ 5873-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Joseph Drive</td>
<td>Chateau / Archway Dr To Ashland Ave Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Fenton/ 6311-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old Gravois Road, Phase 1</td>
<td>Water Street To Ferry Street Reconstruct - Add Sidewalks - ADA Improvements</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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</tbody>
</table>
## Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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

**Table Note:**
- TDM: Yes means the project is considered as part of the TDM.
- Horizon Year: The year the project is expected to be completed.
- TDM: Yes indicates the project is included in the Regional Travel Demand Model.

**Air Quality:** Exempt - 93.126 indicates that the project is not expected to have a significant impact on air quality.

**Sponsor/ TIP/ County:** Lists the sponsor and the TIP number associated with the project.

**Status:** Indicates the year the project is expected to be completed.

**Project:** Describes the project or the improvements planned.

**Description:** Provides additional details about the project.

**Investment Type:** Specifies the type of investment associated with the project.

**Functional Class:** Identifies the class of the project, which can be Urban Collector, Rural Collector, or Major Collector.

**Horizon Year:** The year the project is expected to be completed.

**TDM:** Yes means the project is considered as part of the TDM.

**Comment:** Notes any additional information or comments related to the project.
<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
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<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Franklin County/ 5187-10/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Off-System Bridges</td>
<td>Setaside For Various Deficient Bridges Balance Of Funding (Thru FY 16)</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Setaside For Deficient Bridges</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Franklin County/ 6484-16/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Possum Hollow Road Bridge</td>
<td>Over Tributary To Meramec River Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Franklin County/ 5187A-13/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Shawnee Ford Road Bridge</td>
<td>Over Bourbeuse River Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Glen Carbon/ 6408-17/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Cottonwood Road</td>
<td>Junction Dr To Falcon Crest Drive/Cottonwood Glen Dr Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Godfrey/ 6409-17/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Stamper Lane - Phase 2</td>
<td>900 Ft W/O IL Rte 111/US Rte 67 To 3,950 Ft E/O Pierce Lane Reconstruction - Sidewalk</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
## Table A-2
### Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Granite City/ 6520-18/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Maryville Rd</td>
<td>IL 162 To Terminal Ave. Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td>No Significant Impact On VMT - Off Road Enhancements</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Granite City/ 5499-11/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Niedringhaus Avenue, Phase 2</td>
<td>Cleveland To Delmar; State To Grand Streetscape</td>
<td>Streetscape/Landscaping</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Off Road Enhancements</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Grantwood Village/ 5897-13/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Grant Road</td>
<td>MO 30 To Grant's Farm Entrance Install Lighting, Signs And Safety Improvements</td>
<td>Streetscape/Landscaping</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Off Road Enhancements</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Great Rivers Greenway/ 6547-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Deer Creek/ Shady Creek Greenway</td>
<td>Lorraine Davis Park To Deer Creek Park Shared Use Path (10-12') - Shared Ln Markings</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Green Park/ 5764-13/ St. Louis</td>
<td>Carryover Project</td>
<td>Old Green Park Rd</td>
<td>Green Park Rd To Green Park Rd Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Hamel/ 5500-11/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bike Trail Connector</td>
<td>Hillsboro At Schroeder To Trotter Drive Shared Use Path</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Hartford/ 6537-15/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Central Avenue Sidewalks</td>
<td>W Sixth St To W Third St Sidewalk (5')</td>
<td>Pedestrian Facilities - Construction</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Herculaneum/ 6313-15/ Jefferson</td>
<td>Carryover Project</td>
<td>Broadway Avenue</td>
<td>Resurface - Main Street To Barclay Street Sidewalk- Curb &amp; Gutter - Lighting - Main To Mott</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Herculaneum/ 6485-17/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Scenic Drive, Phase 2</td>
<td>South Scenic Drive To McNutt Street Reconstruct - Sidewalk - Lighting</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Highland/ 6453D-14/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Sharpshooter's Trail</td>
<td>Shared Use Path - Highland E.S. To Coventry Way Then Mark Conventry As Bike Rt To Iberg Rd</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Highland/ 6538-15/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Troxler Avenue Shared Use Path</td>
<td>IL 143 To IL 160 Shared Use Path (10')</td>
<td>Bicycle Facilities - Construction</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Highland/ 5875-16/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Walnut Street</td>
<td>Broadway To US 40 Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
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<th>Horizon Year</th>
<th>TDM</th>
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</tr>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 566-00/ Regional-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Districtwide Patching Projects</td>
<td>Various Locations</td>
<td>Roadway Resurfacing</td>
<td>N/A</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 2873-98/ Regional-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Districtwide Prelim Eng/Survey</td>
<td>Various Locations Pre Design; Survey; Consultant Services; Sue</td>
<td>Roadway Resurfacing</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction</td>
</tr>
</tbody>
</table>
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**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 5037-09/ Regional-I</td>
<td>FY 2016</td>
<td>Various Locations Safety Improvement</td>
<td>Traffic Operations</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 4079-04/ Regional-I</td>
<td>FY 2016</td>
<td>Traffic Operations</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Maintenance At Various Locations</td>
<td></td>
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</tr>
<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 5669-16/ Multi-State</td>
<td>I-270</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 6451-16/ Madison</td>
<td>I-270</td>
<td>Roadway Resurfacing</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 6446-15/ Multi-State</td>
<td>I-270</td>
<td>Over Mississippi River Preliminary Engineering</td>
<td>Interstate</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Construction</td>
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### Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 5943-17/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 143</td>
<td>Indian Creek To .03 Mi E/O Wanda Rd Bridge Rehabilitation</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 5482-14/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 157</td>
<td>IL 140 In Hamel To IL 143 (Vandalia St) In Edwardsville Resurfacing And Shoulder Reconstruction</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 4078-04/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 158</td>
<td>Gateway Connector</td>
<td>I-255 To I-55/70 / US 40 Corridor Protection</td>
<td>New Road/ Bridge (Adding SOV Capacity)</td>
<td>Expressway</td>
<td>2025</td>
<td>No Hardship Land Acquisition</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 6452-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>IL 177</td>
<td>At IL 4 Intersection Reconstruction</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 5037Y-15/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Installation Of Traffic Signal Indications</td>
<td>At Various Intersections In Madison &amp; St Clair Cos Install Right/Left Arrows</td>
<td>Traffic Operations</td>
<td>N/A</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 4371-06/ Regional-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Land Acquisition</td>
<td>Districtwide - Various Locations Pre- And Post- Acquisition Activities</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>N/A</td>
<td>2025</td>
<td>No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction</td>
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## Table A-2
**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

<table>
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<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
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<th>Description</th>
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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 5985-16/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Martin Luther King Jr. Bridge Ramps</td>
<td>I-55/64 0.7 Mi East Of Mississippi River Ramp Rehabilitation - Design - Utility Relocation</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 5674-13/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>McKinley Bridge - Salisbury St- Fau 9105</td>
<td>Over Mississippi River Bridge Deck Sealing</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 4373-06/ Regional-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Tree Mitigation / Envir Maint</td>
<td>Districtwide - Various Locations *</td>
<td>Streetscape / Landscaping</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Off Road Enhancements</td>
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<tr>
<td>Exempt - 93.126</td>
<td>IDOT/ 5994-17/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>US 67 (Clark Bridge)</td>
<td>Over Mississippi River Bridge Deck Sealing</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
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<th>Sponsor/ TIP#/ County</th>
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<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Independence Center/ 5987B-14/ Multi- County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Transportation Service Enhancemen t</td>
<td>Provide Transportation For Disabled And Training For Transition To Public Transit</td>
<td>Operating Assistance - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Operating Assistance</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Independence Center/ 6533H-15/ Multi- County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>One (1) 15 Passenger Van</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Iltn St Charles/ 6534E-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Operating Assistance</td>
<td>1 Year Operating Assistance</td>
<td>Operating Assistance - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Operating Assistance</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Iltn St Charles/ 6533O-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>Two (2) Full Size Sedans</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6317-15/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Big Hollow Road Bridge</td>
<td>Over Saline Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Air Quality</td>
<td>Sponsor/ TIP/ County</td>
<td>Status</td>
<td>Project</td>
<td>Description</td>
<td>Investment Type</td>
<td>Functional Class</td>
<td>Horizon Year</td>
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<td>Comment</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6486-16/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Charter Church Road Bridge</td>
<td>Over Plattein Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Rural Minor Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6316-15/ Jefferson</td>
<td>Carryover Project</td>
<td>Elm Drive I-55 Outer Road To Miller Road</td>
<td>Resurfacing Roadway</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6487-16/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Imperial Main Street Road/River Street</td>
<td>Old State Road To 328 Feet East Of US 61/67</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 5189B-14/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Klonidike Road Bridge</td>
<td>Over Below Creek Bridge Replacement</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6459-15/ Jefferson</td>
<td>Carryover Project</td>
<td>Konert Road Bridge</td>
<td>Over Romaine Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 5770-14/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Kramme Road Bridge</td>
<td>Over Calvey Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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### Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
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<th>Project</th>
<th>Description</th>
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<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 5189A-14/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Maness Road Bridge</td>
<td>Over Tributary Of Dry Creek Bridge Replacement</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 5189-10/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Off-System Bridges</td>
<td>Setaside For Various Deficient Bridges Balance Of Funds (Thru Fy 16)</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Setaside For Deficient Bridges</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 5772-14/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Romaine Creek Road Bridge</td>
<td>Over Sugar Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 5774-14/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Stroup Road Bridge</td>
<td>Over Little Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County/ 6318-16/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>Upper Plattin Rd</td>
<td>Upper Plattin Spur To Desoto City Limits Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Jefferson County Community Partnership/ 5987C-14/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>JeffCo Express</td>
<td>Operating Assistance And The Purchase Of One (1) Bus</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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### Table A-2

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

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<thead>
<tr>
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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<td>Exempt - 93.126</td>
<td>Jefferson County Community Partnership/ 6534C-15/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
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<td>Three Year Operating Assistance</td>
<td>Operating Assistance - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Operating Assistance</td>
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<td>Exempt - 93.126</td>
<td>Ladue/ 6488-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lay Road</td>
<td>Clayton Road To Mcknight Road Resurfacing - Add Sidewalk</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Ladue/ 6319-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Price Road</td>
<td>Clayton Road To Ladue Road Resurfacing - Curb &amp; Gutter</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Ladue/ 5777-13/ St. Louis</td>
<td>Carryover Project</td>
<td>Price Road</td>
<td>Sidewalks - Clayton Rd To Delmar Resurfacing - Ladue Rd To Delmar</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Lake Saint Louis/ 5778-13/ St. Charles</td>
<td>Carryover Project</td>
<td>Civic Center Drive</td>
<td>Lake Saint Louis Boulevard To Outer Road Road Reconstruction - Bike And Ped Facilities</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Lake Saint Louis/ 6489-17/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ridgeway Drive/ Deloire Drive</td>
<td>Ridgeway Dr: Hawk Ridge - Oakborough Dr; Deloire Dr: Veterans Memorial Pkwy - Savoy Dr</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Lebanon/ 6417-14/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>College Road Bike And Pedestrian Trail</td>
<td>College Rd To Rieder Rd Bicycle And Pedestrian Facilities</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
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<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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<td>Exempt - 93.126</td>
<td>Lebanon/ 5235-14/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Summerfield Street</td>
<td>Alton Street To Monroe Street</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Loop Trolley Tdd/ 5623-12/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>DeBaliviere Bridge</td>
<td>Over Metrolink Rehabilitation - Related To 2946B-11 (Loop Trolley)</td>
<td>Bridge Reconstruction/ Replacemen nt (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Madison County/ 5915-16/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Woodburn Road</td>
<td>Over Trib Of E. Fork Of Wood River Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacemen nt (No Additional Through Lanes)</td>
<td>Rural Minor Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 842-96/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>AVL/Mdt/Ivr Upgrade</td>
<td>Vehicle Locator System</td>
<td>Capital Improvemen t - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 5165-10/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Facilities Improvement s</td>
<td>Add Safety And Security Features Make Compatible With Metro System</td>
<td>Capital Improvemen t - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 4597-07/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Fare Collection System</td>
<td>Add Safety And Security Features Make Compatible With Metro System</td>
<td>Capital Improvemen t - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 4929B-09/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Granite City Bikeped Trail</td>
<td>St. Clair Avenue To Johnson Rd Sidewalk Improvements To St. Clair Ave</td>
<td>Pedestrian Facilities - Constructio n</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
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</table>
## Appendix A
### Transportation Planning Projects

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

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<tr>
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<th>TDM</th>
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<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 6510-15/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Mct Community Transportation Initiative</td>
<td>Marketing, Outreach, &amp; Education Improve Awareness Of Mct System</td>
<td>Education/ Marketing</td>
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<td>Madison County Transit District/ 6421-14/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
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<td>Madison County Transit District/ 4092A-11/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Mis Wan Infrastructure</td>
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<td>Madison County Transit District/ 4531A-09/ Madison</td>
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<td>Preventive Maintenance</td>
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<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 5883-13/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ridefinders Marketing &amp; Outreach (Illinois)</td>
<td>Increase Awareness, Interest, And Participation In Ridefinders By Employers And Commuters</td>
<td>Air Quality Related Improvement</td>
<td>N/A</td>
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<td>Madison County Transit District/ 5833-13/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ridefinders Marketing &amp; Outreach (Missouri)</td>
<td>Increase Awareness, Interest, And Participation In Ridefinders By Employers And Commuters</td>
<td>Air Quality Related Improvement</td>
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<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 6422-14/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ridefinders Marketing &amp; Outreach - 2014 - II</td>
<td>Increase Awareness, Interest, And Participation In Ridefinders To Employers And Commuters</td>
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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<th>Air Quality</th>
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<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
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<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 6378-14/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ridefinders Marketing &amp; Outreach - 2014 - Mo</td>
<td>Increase Awareness, Interest, And Participation In Ridefinders To Employers And Commuters</td>
<td>Education/ Marketing</td>
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<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Education/ Marketing Program</td>
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<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 5414B-12/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ridefinders Van Fleet - Mo</td>
<td>Purchase 25 Vans (Replace 13 Vans In Fleet And Expand Fleet By 12 Vans)</td>
<td>Capital Improvement - Rideshare</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 5884-13/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ridefinders Vanpool Fleet Acquisition - Illinois</td>
<td>Purchase 7 Vehicles</td>
<td>Capital Improvement - Rideshare</td>
<td>N/A</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>Madison County Transit District/ 5836-13/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ridefinders Vanpool Fleet Acquisition - Missouri</td>
<td>Purchase 28 Vehicles</td>
<td>Capital Improvement - Rideshare</td>
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<td>Madison County Transit District/ 5492-12/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Transit Education Initiative</td>
<td>Marketing And Outreach For Madison County Residents</td>
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<td>Madison County Transit District/ 5551-14/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Transit Support Vehicles</td>
<td>Relief Vehicles And Supervisory Vehicles</td>
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<td>Madison County Transit District/ 4095-05/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Troy Park-Ride Lot</td>
<td>Accessibility Upgrades</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>Manchester/ 6321-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Henry Avenue</td>
<td>Manchester Road To Ballwin City Limits Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Manchester/ 6321-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Henry Avenue</td>
<td>Manchester Road To Ballwin City Limits Resurfacing - ADA Improvements</td>
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<td>Manchester/ 6321-15/ St. Louis</td>
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<td>Manchester/ 6321-15/ St. Louis</td>
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<td>Henry Avenue</td>
<td>Manchester Road To Ballwin City Limits Resurfacing - ADA Improvements</td>
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<th>Description</th>
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<th>Horizon Year</th>
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<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Maryville/6521-18/Madison</td>
<td>FY 2016-2019 TIP</td>
<td>East Main Street, Phase 3</td>
<td>3000 Feet East Of Lange Ave To East 1525 Ft Reconstruction - Sidewalks</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Maryville/5360-11/Madison</td>
<td>FY 2016-2019 TIP</td>
<td>IL 159 School House Trail Connector</td>
<td>IL Rte 159 To The Schoolhouse Trail In Maryville</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Mascoutah/6418-14/St. Clair</td>
<td>FY 2016-2019 TIP</td>
<td>Berm Multi-Use Path - Phase 1</td>
<td>IL Rte 4 To 10Th St Extension Bicycle And Pedestrian Facilities</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/5527A-12/Multi-County-M</td>
<td>FY 2016-2019 TIP</td>
<td>ADA Bus Stop Enhancements</td>
<td>Updating 200 Bus Stops To Exceed ADA Compliance Throughout Missouri System</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
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<td>No Significant Impact On VMT - Transit Capital</td>
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<td>Exempt - 93.126</td>
<td>Metro/5933-14/Multi-County-M</td>
<td>FY 2016-2019 TIP</td>
<td>Administrative Facility Improvements</td>
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<td>Capital Improvement - Transit</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5689A-16/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Art In Transit Programs</td>
<td>Capital Improvement - Transit</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5838-13/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Articulated Buses</td>
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<td>Metro/ 4748-08/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bridge Structural Repairs</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5839-13/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bus Replacement</td>
<td>Replace 15 Buses 30' And 40'</td>
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<td>2025</td>
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<tr>
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<td>Metro/ 5695-13/ Multi-State</td>
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<td>Facility Improvements</td>
<td>Multiple Facilities</td>
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<td>Metro/ 6438-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Facility Rehabilitation</td>
<td>Administration And Maintenance Facility Improvements</td>
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<td>Information Systems Improvement</td>
<td>Hardware And Software Upgrades And Improvements</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5677A-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lrv Upgrades And Equipment</td>
<td>Light Rail Vehicle Improvements</td>
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<tr>
<td>Exempt - 93.126</td>
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<tr>
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<td>Exempt - 93.126</td>
<td>Metro/ 5987A-14/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Metro Bus Stop Signage Replacement</td>
<td>Operating Assistance - Transit</td>
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<td>Sponsor/ TIP#/ County</td>
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<td>FY 2016 - 2019 TIP</td>
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<td>FY 2016 - 2019 TIP</td>
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<td>Metro/ 5059C-12/ Multi-State</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 6440-15/ Multi-State</td>
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<td>Metro/ 5930A-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Metrolink Row Maintenance</td>
<td>Bridges And Tunnels</td>
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<td>FY 2016 - 2019 TIP</td>
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<td>Stations And Parking Lots</td>
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<td>Metro/ 5174-10/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Metrolink Station Improvement s</td>
<td>Facility Rehab And Equipment Upgrade</td>
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<td>TDM</td>
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<td>Metrolink Stations</td>
<td>ADA Repairs - Multiple Metrolink Stations</td>
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<td>FY 2016 - 2019 TIP</td>
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<td>Water Mitigation &amp; Rehab</td>
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<td>FY 2016 - 2019 TIP</td>
<td>Metrolink Substation</td>
<td>Water Mitigation &amp; Rehab</td>
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<td>FY 2016 - 2019 TIP</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5922C-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>North County Transit Center, Phase 2</td>
<td>Construction Of Bus Garage, Maintenance</td>
<td>Capital Improvement - Transit</td>
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<td>2025</td>
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### Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<th>Air Quality</th>
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<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
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<tr>
<td>Exempt - 93.126 Metro/ 3378-04/ Multi-State FY 2016 - 2019 TIP</td>
<td>Program Administration</td>
<td>Capital Improvement - Transit</td>
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<td>Exempt - 93.126 Metro/ 5688-13/ Multi-State FY 2016 - 2019 TIP</td>
<td>Program Administration</td>
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<td>Exempt - 93.126 Metro/ 5176D-10/ Multi-State FY 2016 - 2019 TIP</td>
<td>Program Administration</td>
<td>Section 5316 (Job Access Reverse Commute) Fy 06-12 Jarc</td>
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<td>Exempt - 93.126 Metro/ 5681-13/ St. Louis City FY 2016 - 2019 TIP</td>
<td>Rail Maintenance Facility Improvement</td>
<td>Capital Improvement - Transit</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 5682-13/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Rail Row Maintenance &amp; Improvement</td>
<td>Rail L. Rehabilitation Of Existing</td>
<td>Capital Improvement - Transit</td>
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<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Off Roadway</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 5640-12/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Rail Tie Replacement Program</td>
<td>Rail L. Rehabilitation Of Existing</td>
<td>Capital Improvement - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Off Roadway</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 6528-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Retaining Wall Rehabilitation</td>
<td>Retaining Wall Rehabilitation</td>
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<td>2025</td>
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<td>No Significant Impact On VMT - Off Roadway</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5925A-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Revenue Vehicles</td>
<td>Revenue Vehicles</td>
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<td>Exempt - 93.126</td>
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<td>Revenue Vehicles</td>
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<td>Capital Improvement - Transit</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5678-13/ St. Louis</td>
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<td>Bus Replacement Program</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 5925B-16/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Revenue Vehicles</td>
<td>Bus Replacement Program</td>
<td>Capital Improvemen nt - Transit</td>
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<td>2025</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 4274-07/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Revenue Vehicles</td>
<td>Van Replacement</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5694-13/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Shop Equipment</td>
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<td>Capital Improvemen nt - Transit</td>
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<td>2025</td>
<td>No</td>
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## Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP#/ County</th>
<th>Status</th>
<th>Project Description</th>
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<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Exempt - 93.126</td>
<td>Metro/ 4337-08/ Multi- State</td>
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<td>Signs And Shelters &amp; Enhancements</td>
<td>Capital Improvement - Transit</td>
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<td>2025</td>
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<td>Metro/ 5926-14/ Multi- State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Signs And Shelters &amp; Enhancements</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 4550-09/ Multi- State</td>
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<td>Signs And Shelters</td>
<td>Capital Improvement - Transit</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 4901B-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Spruce St Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
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<td>Local Road - Not Included In Modeling Network</td>
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<td>Metro/ 6322-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Spruce Street Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
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<td>Metro/ 5935-14/ Multi- State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Support Equipment</td>
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<td>Metro/ 5661-12/ Multi- County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Transit Asset Management Program</td>
<td>Capital Improvement - Transit</td>
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Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<td>Exempt - 93.126</td>
<td>Metro/ 6091B-45/ Regional</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>Transit Operations</td>
<td>Maintain Existing Transit System</td>
<td>Operating Assistance - Transit</td>
<td>N/A</td>
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<td>Metro/ 3192-02/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Transit Transfer Center</td>
<td>Riverview Metrobus Center (Art)</td>
<td>Capital Improvement - Transit</td>
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<td>FY 2016 - 2019 TIP</td>
<td>Tunnel &amp; Interlocking Rehab</td>
<td>Metrolink Rehabilitation</td>
<td>Capital Improvement - Transit</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5172-10/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Tunnels And Bridges Rehab</td>
<td>Union Station Tunnel</td>
<td>Capital Improvement - Transit</td>
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<td>Exempt - 93.126</td>
<td>Metro/ 5596A-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Tunnels And Bridges Rehab</td>
<td>Union Station Tunnel</td>
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<td>Exempt - 93.126</td>
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<td>FY 2016 - 2019 TIP</td>
<td>Tunnels And Bridges Rehab</td>
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<td>Capital Improvement - Transit</td>
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<td>Metro/ 5596-13/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
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<td>Metro/ 4135-07/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
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<th>Horizon Year</th>
<th>TDM</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Metro East Park And Recreation District/ 5362-11/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Scott-Troy Trail - Phase 1 Construction</td>
<td>Between Troy Rd N Of I-55/70 And Kyle Road In O'Fallon</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
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<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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<td>Metro East Park And Recreation District/ 4716-07/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>New Bike Trail Near Scott-Troy Road</td>
<td>Bicycle Facilities - Construction</td>
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<td>2025</td>
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<td>Metro East Park And Recreation District/ 5362B-14/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Troy Road To Kyle Road Shared Use Path</td>
<td>Bicycle Facilities - Construction</td>
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<td>2025</td>
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<td>Metro East Park And Recreation District/ 5362A-11/ Multi-County-I</td>
<td>FY 2016 - 2019 TIP</td>
<td>Troy Road To Kyle Road Shared Use Path</td>
<td>Bicycle Facilities - Construction</td>
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<td>MidAmerica Medical District/ 5989-14/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Broadway To Martin Luther King Dr In East St. Louis - Design Streetscape/Landscaping</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5645-12/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bridge Inspections At Various Locations Bridge Reconstruction/Replacement (No Additional Through Lanes) Urban Collector or Rural Major Collector</td>
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<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Maintenanc e At Various Locations</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5548H-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-270</td>
<td>At Bellefontaine Road Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5960-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-270</td>
<td>At Bellefontaine Road Culvert Repair And Clean Out</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Interstate</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5305B-11/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-270</td>
<td>Big Bend Blvd Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5955-16/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-270</td>
<td>Payment To Idot Bridge Improvements On Chain Of Rocks Br</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5917D-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-44</td>
<td>At Bnsf Railroad Pavement And Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5953-14/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-44</td>
<td>At Grand Ave Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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### Table A-2

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

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5548F-14/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-44</td>
<td>At I-55 Interchange Rehabilitate Bridges</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 6103-25/ St. Louis City</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-44</td>
<td>I-55 To River Des Peres Rehab Pavement/Bridges ; Improve Interchanges</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5744-13/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-55</td>
<td>4500 Broadway To Weber Road Pavement Improvements</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5952-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-55</td>
<td>Over Mississippi River - Eastbound Lanes Bridge Improvements. $7.7M From Idot</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5548E-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-55</td>
<td>Over Mississippi River (Poplar St Bridge) Bridge Maintenance. $2.965 From Idot</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 6080-25/ St. Louis City</td>
<td>Long Range Plan - Connected 2045</td>
<td>I-64</td>
<td>At Vandeventer Replace Bridge</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 2606D-11/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-64</td>
<td>Payback For 60979 (I-64 Corridor) $13.5 Million Per Year From 2011-2025</td>
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<table>
<thead>
<tr>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Traffic Operations</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Roadway Resurfacing</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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</tr>
<tr>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>No</td>
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<tr>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
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<tr>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5305I-11/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-70</td>
<td>At Fairgrounds Road Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 4414G-12/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-70</td>
<td>At I-170 Interchange Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Interstate</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5956-14/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>I-70</td>
<td>Warren County Line To Wentzville Parkway Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Interstate</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 4591B-15/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Martin Luther King Jr. Bridge (MO 799)</td>
<td>Bridge Improvements On Martin Luther King Bridge Payback To Idot (Idot Letting Job)</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5967-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 141</td>
<td>MO 370 To Rider Trail South Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5893-13/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 185</td>
<td>South Of I-44 To West Of Meramec River Pavement, Shoulders, And Curve Improvements</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5698-13/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 21</td>
<td>MO B To MO H Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
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<th>Horizon Year</th>
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<th>Comment</th>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5386C-12/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 231</td>
<td>Franru Lane To North Of I-255 Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 4761I-12/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 30</td>
<td>Arsenal Avenue And Chippewa Blvd Signal, Lighting And ADA Facilities Improvements</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 4761H-12/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 30</td>
<td>Morganford Road And Kingshighway Signal, Lighting And ADA Facilities Improvements</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 4405G-09/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 30</td>
<td>Over Saline Creek Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5381-13/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 30</td>
<td>St. Louis City Limits To I-55 Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5386G-13/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 30</td>
<td>St. Louis City Limits To The Jefferson Co. Line Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 6394-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 30</td>
<td>Russell Blvd To Grand Blvd Replace Signals And Upgrade Detection</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5981-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 340</td>
<td>At Fee Fee Road Signal, Lighting And ADA Upgrades</td>
<td>Traffic Operations</td>
<td>Principal Arterial</td>
<td>2025</td>
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</table>
## Table A-2

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

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<tr>
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<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 6063A-12/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO 47</td>
<td>Over Missouri River From Augusta Bottom Rd To Third St Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5530-11/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO Aj</td>
<td>St. John’S Creek Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5729-15/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO Bb</td>
<td>MO A To US 50 Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5729D-14/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO W</td>
<td>US 61 To MO T Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5729I-14/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO Yy</td>
<td>MO A To MO 185 Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5305C-11/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>MO Yy</td>
<td>Over St. John’S Creek And Whiskey Creek Bridge Improvements</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5306E-11/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Or I-44</td>
<td>At Antire Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Expressway</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5975-14/ Jefferson</td>
<td>FY 2016 - 2019 TIP</td>
<td>US 61</td>
<td>South Of Church Road To St Louis Co Line Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5962-14/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>US 67</td>
<td>Payment To Idot Bridge Improvements To Clark Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 6436A-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various</td>
<td>At Various Locations In The St.Louis District On Call Work Zone Enforcement</td>
<td>Traffic Operations</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5983-14/ Regional-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various</td>
<td>Minor Routes Pavement Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
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</table>

Air Quality Conformity Determination and Documentation 8-Hour Ozone & PM$_{2.5}$
FY 2016-2019 Transportation Improvement Program and related amendments to Connected2045

Board Approved
July 29, 2015
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5517B-13/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various</td>
<td>On Various Routes In St. Louis County Create Bus Rapid Transit (Brt) And High Occupancy Vehicle (Hov) Lanes</td>
<td>Air Quality Related Improvemen</td>
<td>Interstate</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Specific Routes Not Identified</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 4772-08/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various</td>
<td>Payback For Safe And Sound (800 Bridges) $1.273 Million/Year Until 2033 Bridge Reconstruct ion/ Replaceme nt (No Additional Through Lanes)</td>
<td></td>
<td>N/A</td>
<td>2035</td>
<td>No</td>
<td>No Significant Impact On VMT - Payback Throughout State</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5547-14/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various</td>
<td>Various Locations - Job Order Contracting For Pavement Repair (Non- Interstate/Asphalt)</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Maintenance At Various Locations</td>
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<td>Exempt - 93.126</td>
<td>MoDOT/ 5970A-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various</td>
<td>Various Locations In St.Louis City/ St.Louis County Job Order Contracting For Guardrail Repair At Various Locations</td>
<td>Traffic Operations</td>
<td></td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Maintenance At Various Locations</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5969-14/ Regional-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various - Pavement (18)</td>
<td>Roadway Resurfacing</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Maintenanc e At Various Locations</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5548J-14/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various Bridges</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ 5547B-14/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Various Locations - Job Order Contracting For Pavement Repair (Non-Interstate/Concrete)</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Maintenanc e At Various Locations</td>
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<tr>
<td>Exempt - 93.126</td>
<td>MoDOT/ID OT/ 6090B-45/ Regional</td>
<td>Long Range Plan - Connect ed 2045</td>
<td>Maintenance /Rehabilitatio n/Operation Improvements</td>
<td>Regionwide</td>
<td>Traffic Operations</td>
<td>N/A</td>
<td>2045</td>
<td>No</td>
<td>No Significant Impact On VMT - Maintenanc e At Various Locations</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Moline Acres/ 6491-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Monarch And Northumberl and Road</td>
<td>Monarch Dr: Chambers Rd - To Berwyn Dr Northumberland Dr: MO 367 - Skyview Dr</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>New Haven/ 6324-15/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Maupin Street</td>
<td>Wall Street To 400' South Of The Locust Street Reconstruct Road - ADA Improvements</td>
<td>Roadway Reconstruct ion (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>New Haven/ 6492-16/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Maupin Street, Phase 2</td>
<td>MO 100 To 375 Feet South Of Locust Street Resurfacing - Sidewalk - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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### Table A-2

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Northside Youth &amp; Sr Services/ 6533J-15/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>Three (3) 15 Passenger Vans</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Northwood s/ 5601-13/ St. Louis</td>
<td>Carryover Project</td>
<td>Lillian Avenue</td>
<td>Nelson Drive To Melwood Avenue Resurfacing - Sidewalks - Curb/Gutter</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Northwood s/ 5653-12/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lillian Avenue Sidewalks</td>
<td>Nelson Road To Edgewood Avenue Sidewalk</td>
<td>Pedestrian Facilities - Construction</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Off Road Enhancements</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Oak Grove Village/ 6494-16/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>E Springfield Rd Bridge</td>
<td>Over Winsel Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Oats/ 6533A-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>Two (2) Wide Body Cutaways</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>OATS/ 5177C-10/</td>
<td>FY 2016 - 2019 TIP</td>
<td>Workforce Transportation</td>
<td>New Door To Door Service Acquisition Of Five Vehicles</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
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</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>O'Fallon/ 6539-15/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Hinciffe, Schaefer, And Kampmeyer E.S. Sidewalks</td>
<td>Build Sidewalks Around Elementary Schools Sidewalk (4-6')</td>
<td>Pedestrian Facilities - Construction</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>O'Fallon/ 6453B-14/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ilini Bike Trail And Ped Improvement</td>
<td>Extend Ilini Bike Trail And Mark State St/Lincoln St To Frank Scott For Bike Route - Sidewalk Improvements</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>O'Fallon/ 4660B-13/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Milburn School Road, Phase 3</td>
<td>Merriam Pkwy To 2600 ' East Of Collinsville Rd Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>O'Fallon/ 6326-15/ St. Charles</td>
<td>Carryover Project, Pavement Program - 2015</td>
<td>Various Locations Along Mexico Rd, Knaust Rd, Homefield Blvd, Woodlawn Ave, And President'S Landing Dr Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>O'Fallon/ 6411-17/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Porter Road Simmons Rd To Obernuefemann Rd Reconstruction - Curb &amp; Gutter - Widening</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>O'Fallon/ 6540-15/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Seven Hills Road Sidewalk Wildwood Ln To Amelia Carriel Jr High Sidewalk (4')</td>
<td>Pedestrian Facilities - Construction</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>O'Fallon/ 6325-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Wabash Avenue Sonderen Street To East Of Edlen Lane Reconstruct Road - Sidewalk</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Pacific/ 6327-15/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Thornton Road, Phase 2 Molly'S Street To North Monroe Street Resurfacing - Add Sidewalk - Lighting</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Paraquad/ 6534D-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Operating Assistance</td>
<td>Operating Assistance - Transit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Operating Assistance</td>
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### Table A-2

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
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<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Paraquad/ 6533L-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>One (1) Medium Duty Vehicle</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Pevely/ 63L8-15/ Jefferson</td>
<td>Carryover Project</td>
<td>Herk-Horine Road</td>
<td>Commercial Blvd To West City Limit Resurfacing - Bridge Rehab - Lighting</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Pontoon Beach/ 6412-17/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Mockingbird Lane</td>
<td>467 F N/O IL Rte 182 To 100 Ft S/O Terminal Rr Crossing Reconstruction - Curb &amp; Gutter - Sidewalks</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>Pony Bird/ 6533D-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>One (1) Lowered Floor Minivan; One (1) Wide Body Cutaway</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Sauget/ 6413-17/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Falling Springs Road</td>
<td>Queeny Ave To City Limits Resurfacing - Sidewalks</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Shiloh/ 6541-15/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lebanon Avenue Sidewalk</td>
<td>Sierra Dr To Towerview Baptist Church Sidewalk (7')</td>
<td>Pedestrian Facilities - Constructio</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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### Table A-2

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

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ County</th>
<th>Status</th>
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<th>Description</th>
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<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Exempt - 93.126</td>
<td>Shrewsbur y/ 6330-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Street Improvement s - 2015</td>
<td>Weil: Shrews - City Limits; Kenrick Mann/Tri: Laclede Stn To Watson; Shrewsbury Ave: Weil To Murdoch</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>St Elizabeth Adult Day Care Center/ 6533N-15/ Multi-County-M</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>One (1) 15 Passenger Van</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St Louis Life/ 6533P-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vehicle Acquisition</td>
<td>One (1) 15 Passenger Van</td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Transit Capital</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Charles/ 6497-17/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Droste Road</td>
<td>Duchesne Drive To West Clay Street Reconstruction</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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### Table A-2
**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>St. Charles/ 6333-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Zumbehl Road/Fredens Road</td>
<td>Veteran’S Memorial Parkway To Arena Parkway Slab Replacement - Diamond Grind - ADA Improvements</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Charles County/ 6460A-16/ St. Charles</td>
<td>Carryover Project</td>
<td>Hopewell Road Bridge</td>
<td>Over Unnamed Tributary To Dardenne Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Charles County/ 5203C-16/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Nahm Road</td>
<td>Over Tributary Of Sehrt Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Charles County/ 6460B-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>North Point Prairie Bridge</td>
<td>Bridge Over Unnamed Tributary To McCoy Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Charles County/ 5203-10/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Off-System Bridges</td>
<td>Setaside For Various Deficient Bridges Balance Of Funds (Thru Fy 16)</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Setaside For Deficient Bridges</td>
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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*
## Table A-2

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

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<tr>
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<th>Horizon Year</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>St. Charles County/ 5203B-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Schnarre Road</td>
<td>Over Tributary Of Sams Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>St. Charles County/ 6499-17/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>South Point Prairie</td>
<td>At Jackson Road Reconstruction</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Charles County/ 5203D-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>South Shore Road Bridge</td>
<td>Over Tributary Of Mississippi River Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Charles County/ 6500-17/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Westwood Drive</td>
<td>MO 94 To South Breeze Lane Reconstruction</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis/ 6502A-16/ St. Louis City</td>
<td>FY 2016 - 2019 TIP</td>
<td>Columbia And Southwest Bridge</td>
<td>Over Union Pacific Railroad Pe For Bridge Replacement And Row</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Construction</td>
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</table>
## Table A-2
### Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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

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

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503E-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Banshee Road - 2017</td>
<td>James S. Mcdonell Boulevard To 0.45 Miles West Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503B-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Baxter Road (North) - 2018</td>
<td>Clayton Road To Claymont Estates Drive Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
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<tr>
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<td>St. Louis County/ 6503K-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Baxter Road (West)-2017</td>
<td>Clarkson Road To 0.1 Mile North Of Country Field Drive Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503C-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bellefontaine Road (North)-2018</td>
<td>Chambers Road To I-270 Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503P-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bellefontaine Road (South)-2018</td>
<td>Chambers Road To St. Louis City Limits Resurfacing</td>
<td>Roadway Resurfacing</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6341-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Big Bend Boulevard Central</td>
<td>MO 100 To Laclede Station Road Resurfacing - Rt Turn Ln At MO 100</td>
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<td>Minor Arterial</td>
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### Table A-2

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

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<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
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<th>Description</th>
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<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503O-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Buckley Road-2017</td>
<td>Lemay Ferry Road (MO 267) To Sappington Barracks Road Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6354-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Butler Hill Road</td>
<td>0.1 Mile W/O I-55 To MO 21 Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
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<td>St. Louis County/ 5804-14/ St. Louis</td>
<td>Carryover Project</td>
<td>Christopher Drive</td>
<td>Becker Rd To Telegraph Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
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<td>St. Louis County/ 6503D-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Clayton Road (West)-2017</td>
<td>Hanley Road To Louwen Drive Resurfacing</td>
<td>Roadway Resurfacing</td>
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<td>St. Louis County/ 581235-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Conway Road Sidewalk</td>
<td>Mason Rd To Mason Rd Sidewalk (5')</td>
<td>Pedestrian Facilities - Construction</td>
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<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6461A-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Creve Coeur Mill Bridge-2016</td>
<td>Over Branch Of Creve Coeur Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503M-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Dielmann Road-2017</td>
<td>Olive Boulevard To Page Avenue. Resurfacing-Bike Lanes</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503G-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Dorsett Road (West) - 2017</td>
<td>I-270 To 160 Feet West Of 2nd Commercial Ent. To Dorsett Village Shopping Plaza - Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6353-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>East Concord And Reavis Road</td>
<td>E. Concord: MO 21 To Von Talge - Reavis: MO 21 To Mackenzie Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6349-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Fee Fee Road</td>
<td>MO 340 To 430' W/O Bennington PI Replace Damaged Concrete Slabs</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6348-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Halls Ferry Road</td>
<td>St. Cyr Rd To St. Louis City Limits Resurfacing</td>
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<td>Principal Arterial</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6346-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Hanley Road - B</td>
<td>MO D To MO 180 Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503H-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Hawkins- Fuchs Road/Old Lemay Ferry Road-2017</td>
<td>Hawkins-Fuchs: Meramec Bottom - Old Lemay Ferry Old Lemay Ferry: Lemay Ferry To Hawks-Fuchs</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503R-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Jennings Station Road (South) Infrastructure</td>
<td>West Florissant Avenue To 260' Sw Of Hord Avenue Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6355-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Kehrs Mill Road</td>
<td>Clarkson Rd To Clayton Rd Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
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### Table A-2
**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

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<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<td>St. Louis County/ 6503A-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Kerth Road-2018</td>
<td>Meramec Bottom Road To Butler Hill Road Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
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<td>St. Louis County/ 6503L-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Koch Rd/Robert Koch Hospital Rd - 2018</td>
<td>Koch Rd: 270' S/O Kinswood Ln -120' S/O Robert Koch Hospital Rd, Robert Koch Hospital Rd To Pottle</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6461B-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lackland Road Bridge</td>
<td>Over E Tributary Of Fee Fee Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 5807-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lilac Avenue Infrastructure</td>
<td>Chambers Rd To I-270 Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503Q-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lucas &amp; Hunt (South) - 2017</td>
<td>West Florissant Avenue To Hrd Avenue Replace Damaged Concrete Slabs</td>
<td>RoadwayResurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6347-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Lucas And Hunt Road</td>
<td>MO 180 To Woodrow Resurfacing</td>
<td>Roadway Resurfacing</td>
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<td>St. Louis County/ 6352-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Marine Avenue</td>
<td>McKelvey Rd To Dorsett Rd Resurfacing</td>
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<td>Air Quality</td>
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<td>Functional Class</td>
<td>Horizon Year</td>
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<td>St. Louis County/ 5809-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Meramec Bottom Road &amp; Ambs Road</td>
<td>Meramec Bottom Rd - Kerth Rd To MO 21 Ambs Rd - Mattis Rd To Butler Hill Rd</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>St. Louis County/ 5810-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Missouri Bottom Road</td>
<td>Fee Fee Rd To I-270 Resurfacing - ADA Improvements</td>
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<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>St. Louis County/ 6358-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Musick Avenue Bridge</td>
<td>Over Gravois Creek Replace Bridge - Build Sidewalk</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 5204A-13/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>New Ballwin Road</td>
<td>Over Kiefer Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6359-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>North &amp; South Road Infrastructure</td>
<td>Delmar To MO 340 Resurfacing</td>
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<td>St. Louis County/ 6344-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>North Hanley Road - C</td>
<td>60’ N/O Madison Ave To 1100’ S/O Frost Ave Resurfacing</td>
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<td>2025</td>
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<td>St. Louis County/ 6345-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>North Hanley Road - D</td>
<td>1100’ S/O Frost Ave To 60’ N/O Morningaire Circle Replace Damaged Concrete Slabs</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
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**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

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<tr>
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<th>Horizon Year</th>
<th>TDM</th>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 5204-10/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Off-System Bridges</td>
<td>Setaside For Various Deficient Bridges Balance Of Funds (Thru Fy 16)</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
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<td>2025</td>
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<td>No Significant Impact On VMT - Setaside For Deficient Bridges</td>
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<td>St. Louis County/ 5204B-13/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old Baumgartner Road</td>
<td>Over Matteese Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
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<td>Local Road - Not Included In Modeling Network</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6561-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old Halls Ferry Rd Bridge</td>
<td>Over Coldwater Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503F-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old Jamestown Road (West) - 2018</td>
<td>Vaile Avenue To Shackelford Road/Douglas Road Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 6551-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old Jamestown Road Sidewalk</td>
<td>Old Jamestown Forest Dr To Jerries Ln Sidewalk (5')</td>
<td>Pedestrian Facilities - Construction</td>
<td>Urban Collector or Rural Major Collector</td>
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<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<td>St. Louis County/ 6343-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old State Road</td>
<td>MO 109 To Old State Spur Resurfacing</td>
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<td>St. Louis County/ 5812-13/ St. Louis</td>
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<td>Parker Road Bridge</td>
<td>Over Branch Of Coldwater Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
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Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
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<td>St. Louis County/ 5813-14/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Ringer Road</td>
<td>Lemay Ferry Rd To Milburn Rd Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<td>Exempt - 93.126</td>
<td>St. Louis County/ 5599I-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Sappington Barracks Road-2017</td>
<td>Telegraph Road (Mo231) To Barracks View Road Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6357-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>St. Charles Rock Road East</td>
<td>Taussig Road East To Penridge Lane Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503J-17/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Summit Road-2018</td>
<td>Gravois Road (MO 30) To Bowles Avenue Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6342-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Union Road (2016)</td>
<td>Lindbergh Boulevard To 0.15 Mi S/O Reavis Barracks Rd Resurfacing - Replace Damaged Slabs</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6562-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vance Rd Bridge</td>
<td>Over Fishpot Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacment (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6356-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Vance Road</td>
<td>Meramec Station Rd To Valley Park City Limits. Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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</table>
## Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
<th>Status</th>
<th>Project</th>
<th>Description</th>
<th>Investment Type</th>
<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6350-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Washington Street</td>
<td>Lindbergh Boulevard To Rue St. Pierre Replace Damaged Concrete Slabs.</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 5815-14/ St. Louis</td>
<td>Carryover Project</td>
<td>Wells Road</td>
<td>MO 21 To Meramec Bottom Rd Resurfacing - ADA Improvements</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6531-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>West Florissant Avenue</td>
<td>I-270 To Rail Trestle At Buzz Westfall Center Preliminary Engineering - Great Streets</td>
<td>Pedestrian Facilities - Construction</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact on VMT - Activity Does Not Involve Or Lead Directly To Construction</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Louis County/ 6503S-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Westport Plaza Drive/Marine Avenue - 2017</td>
<td>Lackland Road To Glenneade Drive (Excluding MO D And I-270 Crossings) - Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Peters/ 6563-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Jungermann Rd Bridge</td>
<td>Over Branch Of Spencer Creek Replace Culverts (23077 And 23079)</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Peters/ 6553-15/ St. Charles</td>
<td>Carryover Project</td>
<td>Mexico Road Shared Use Path Bridge</td>
<td>Over Dardenne Creek Shared Use Path (10')</td>
<td>Bicycle Facilities - Construction</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
</tr>
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</table>
### Table A-2
**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

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<thead>
<tr>
<th>Air Quality</th>
<th>Sponsor/ TIP/ County</th>
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<th>TDM</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>St. Peters/ 6504-17/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Mexico Road, Phase 2</td>
<td>Dardenne Creek Bridge To Mid Rivers Mall Drive Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Principal Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>St. Peters/ 6304-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Sutters Mill Road Bridge</td>
<td>Over Spencer Creek Replace Bridge - Sidewalk</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Exempt - 93.126</td>
<td>Sunset Hills/ 5819-13/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>West Watson Road</td>
<td>S. Lindbergh Blvd. To Robyn Road Resurfacing - Sidewalk</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Touchette Regional Hospital/ 6534G-15/ St. Clair</td>
<td>FY 2016 - 2019 TIP</td>
<td>Digital Dispatch System</td>
<td></td>
<td>Capital Improvement - Paratransit</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact to VMT - Off Roadway</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Town &amp; Country/ 6505-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Clayton Road</td>
<td></td>
<td>Pedestrian Facilities - Construction</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Trailnet/ 4609-08/ Multi-State</td>
<td>FY 2016 - 2019 TIP</td>
<td>Old Chain Of Rocks Bridge Ph 3</td>
<td>Over The Mississippi River SAFETEA-LU Earmark - Sec. 1702 # 1196 - MO 106</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Troy/ 5634-15/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>Spring Valley Road, Phase 3</td>
<td>560 Ft N. Of Austin Dr To 475 Ft S. Of Charleston Dr Reconstruction, Curb And Gutter, Sidewalks</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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</table>
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**Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)**

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<th>Air Quality</th>
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<th>TDM</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Union/ 6363A-16/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Denmark Road, Phase 2</td>
<td>Over Tributary Of Bourbeuse River Bridge Replacement</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Union/ 6363-15/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Denmark Road, Phase 2</td>
<td>St. Andrews Dr To Grandview Farms Dr Resurfacing - Construct Sidewalk</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Union/ 5820-13/ Franklin</td>
<td>Carryover Project</td>
<td>Judith Spring Road Bridge</td>
<td>Over Flat Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Union/ 5821-13/ Franklin</td>
<td>Carryover Project</td>
<td>Prairie Dell Road, Phase 2</td>
<td>Prairie Dell Plaza Drive To College Road</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Union/ 6463-16/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>W. Springfield Avenue</td>
<td>Independence Drive To Oak Street Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>University City/ 6464-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Forsyth Boulevard</td>
<td>Big Bend Blvd. To Western City Limit Resurfacing-Bike Facilities</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>University City/ 6364-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Jackson/Balson on Ave Pedestrian Improvement s</td>
<td>Balson - Hanley Rd To Purdue Ave; Jackson Ave - Shaftesbury Ave To Balson Ave</td>
<td>Pedestrian Facilities - Construction</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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### Table A-2
Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

<table>
<thead>
<tr>
<th>Air Quality</th>
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<th>Functional Class</th>
<th>Horizon Year</th>
<th>TDM</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>University City/ 6564-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Kingsland Ave</td>
<td>Over Ne Branch Of River Des Peres Repair Culvert</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>University City/ 6554-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Shared Lane Markings</td>
<td>Old Bonhomme: Centennial Grnwy - 81St; 81St: Ob-Olive 82Nd: Olive - Groby; Purdue: Olive - Canton; Jack: Delnr To Univ Dr</td>
<td>Bicycle Facilities - Construction</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Washington/ 6466-16/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bieker/Steutermann Roads</td>
<td>Bieker Rd: MO 47 To City Limit; Steutermann Rd: MO A To MO 47 - Resurfacing</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Washington/ 6365-15/ Franklin</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bluff Road</td>
<td>MO 100 To Vossbrink Drive Resurfacing - Add Right Turn Ln At MO 100</td>
<td>Roadway Resurfacing</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.126</td>
<td>Washington/ 5558-13/ Franklin</td>
<td>Carryover Project</td>
<td>Jefferson Street</td>
<td>Over Busch Creek Bridge Reconstruction</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Minor Arterial</td>
<td>2025</td>
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<td>Air Quality</td>
<td>Sponsor/ TIP/ County</td>
<td>Status</td>
<td>Project</td>
<td>Description</td>
<td>Investment Type</td>
<td>Functional Class</td>
<td>Horizon Year</td>
<td>TDM</td>
<td>Comment</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Waterloo/ 5666H-12/ Monroe</td>
<td>FY 2016 - 2019 TIP</td>
<td>Belleville Dr And Market St</td>
<td>Construct, Replace Or Repair Sidewalks</td>
<td>Pedestrian Facilities - Construction</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Waterloo/ 5666I-12/ Monroe</td>
<td>FY 2016 - 2019 TIP</td>
<td>Belleville Dr And Market St</td>
<td>Install New Or Improved Signage</td>
<td>Pedestrian Facilities - Construction</td>
<td>Minor Arterial</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Waterloo/ 5666P-13/ Monroe</td>
<td>FY 2016 - 2019 TIP</td>
<td>Crossing Guard Training Program</td>
<td>At Rogers Elementary, Zahnow Elementary, And Waterloo Junior High Schools</td>
<td>Education/ Marketing</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Education/ Marketing Program</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Weldon Spring/ 5825-13/ St. Charles</td>
<td>Carryover Project</td>
<td>Independency Road, Phase 3</td>
<td>Over Shady Grove Creek (And Approaches) Bridge Replacement</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Weldon Spring/ 6366-15/ St. Charles</td>
<td>FY 2016 - 2019 TIP</td>
<td>Independency Road, Phase 4</td>
<td>350 Feet W/O Nancy Lane To Galahad Drive Reconstruct Road - Construct Multi-Use Path</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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</table>
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### Carryover Projects Considered As Part of the Regional Travel Demand Model (TDM)

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<tr>
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<th>TDM</th>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Wentzville/ 6367-15/ St. Charles</td>
<td>Carryover Project</td>
<td>Corporate Parkway</td>
<td>Veterans Memorial Parkway To S. Callahan Rd Reconstruct Road - Build Sidewalk</td>
<td>Roadway Reconstruction (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Wildwood/ 6369-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Bouquet Road Bridge</td>
<td>Over Tavern Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Wildwood/ 6467-16/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Eatherton Road Bridge</td>
<td>Over Bonhomme Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Wildwood/ 5826-13/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Fox Creek Bridge</td>
<td>Over Fox Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Wildwood/ 5829-13/ St. Louis</td>
<td>Carryover Project</td>
<td>Manchester Road</td>
<td>MO Route 109 West To MO Route 100 Resurfacing - Widening Pavement For Bike Lns</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<td>Exempt - 93.126</td>
<td>Wildwood/ 6555-15/ St. Louis</td>
<td>Carryover Project</td>
<td>MO 100 Shared Use Path Bridge</td>
<td>At 0.2 Miles East Of MO 109 Shared Use Path</td>
<td>Bicycle Facilities - Construction</td>
<td>N/A</td>
<td>2025</td>
<td>No</td>
<td>No Significant Impact On VMT - Bike/Ped Facilities</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Wildwood/ 6565-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Strecke Rd Bridge</td>
<td>Over Caulks Creek Replace Bridge</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
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<tbody>
<tr>
<td>Exempt - 93.126</td>
<td>Wildwood/ 6368-15/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Wild Horse Creek Road Bridge</td>
<td>Over Branch Of Wild Horse Creek Replace Bridge - Realign Road</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<td>Exempt - 93.126</td>
<td>Wildwood/ 5617-13/ St. Louis</td>
<td>FY 2016 - 2019 TIP</td>
<td>Woods Road Bridge</td>
<td>Over Hamilton Creek. Bridge Replacement</td>
<td>Bridge Reconstruction/ Replacement (No Additional Through Lanes)</td>
<td>Local Road</td>
<td>2025</td>
<td>No</td>
<td>Local Road - Not Included In Modeling Network</td>
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<tr>
<td>Exempt - 93.126</td>
<td>Wood River/ 6522-18/ Madison</td>
<td>FY 2016 - 2019 TIP</td>
<td>6Th Street</td>
<td>E. Edwardsville Road To Woodland Ave Resurfacing - Sidewalk</td>
<td>Roadway Resurfacing</td>
<td>Urban Collector or Rural Major Collector</td>
<td>2025</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2013</th>
<th>2015</th>
<th>2025</th>
<th>2035</th>
<th>2045</th>
</tr>
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<tbody>
<tr>
<td>Missouri</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of St. Louis</td>
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<td>St. Louis County</td>
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<td>1,002,057</td>
<td>1,004,699</td>
<td>1,006,228</td>
<td>1,006,115</td>
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<td>385,922</td>
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<td>225,267</td>
<td>241,968</td>
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<td>Franklin County</td>
<td>101,816</td>
<td>103,458</td>
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</tr>
<tr>
<td>Illinois</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Madison County</td>
<td>267,225</td>
<td>268,617</td>
<td>274,623</td>
<td>278,097</td>
<td>277,840</td>
</tr>
<tr>
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<td>268,643</td>
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<td>Monroe County</td>
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<td>34,350</td>
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Source: East-West Gateway Council of Governments

### Table B-2
#### Employment Projections by County: 2013 - 2045

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<th>2013</th>
<th>2015</th>
<th>2025</th>
<th>2035</th>
<th>2045</th>
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<td></td>
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<td>Illinois</td>
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<td>Madison County</td>
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<td>1,707,805</td>
<td>1,753,970</td>
<td>1,761,108</td>
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</tbody>
</table>

Source: East-West Gateway Council of Governments
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.
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”.

Figure 2: EWG COG Planning Area
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.
Appendix C
Travel Demand Modeling Procedures, Assumptions and Forecasts

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
Appendix C
Travel Demand Modeling Procedures, Assumptions and Forecasts

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.

<table>
<thead>
<tr>
<th>Region</th>
<th>Missouri</th>
<th>Illinois</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 HPMS VMT</td>
<td>65,841,928</td>
<td>49,385,367</td>
</tr>
<tr>
<td>2010 Modeled VMT</td>
<td>67,652,292</td>
<td>51,565,159</td>
</tr>
<tr>
<td>Percent Difference</td>
<td>2.7%</td>
<td>4.4%</td>
</tr>
</tbody>
</table>

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>
<thead>
<tr>
<th>Year</th>
<th>MetroBus (million riders per year)</th>
<th>MetroLink</th>
<th>Other</th>
<th>Total Transit</th>
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<td>32.29</td>
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<td>2003</td>
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<td>29.27</td>
<td>17.05</td>
<td>0.73</td>
<td>46.70</td>
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</table>

*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 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.
Appendix C
Travel Demand Modeling Procedures, Assumptions and Forecasts

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

<table>
<thead>
<tr>
<th>Region</th>
<th>Missouri</th>
<th>Illinois</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 HPMS VMT</td>
<td>65,841,928</td>
<td>49,385,367</td>
</tr>
<tr>
<td>2010 Modeled VMT</td>
<td>67,652,292</td>
<td>51,565,159</td>
</tr>
<tr>
<td>Estimated ASWVMT</td>
<td>72,743,226</td>
<td>54,596,012</td>
</tr>
<tr>
<td>HPMS Adj Factor</td>
<td>0.973</td>
<td>0.958</td>
</tr>
</tbody>
</table>

## Table C-3

### Projected Annual Vehicle Miles of Travel

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>Missouri</th>
<th>Illinois</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Regional Adjusted Annual VMT (Based on Summer Weekday VMT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>21,760,073,965</td>
<td>7,002,261,105</td>
<td>28,762,335,070</td>
</tr>
<tr>
<td>2025</td>
<td>23,052,713,435</td>
<td>7,391,048,155</td>
<td>30,443,761,590</td>
</tr>
<tr>
<td>2035</td>
<td>24,095,638,885</td>
<td>7,747,611,545</td>
<td>31,843,250,430</td>
</tr>
<tr>
<td>2045</td>
<td>24,915,021,180</td>
<td>8,092,173,005</td>
<td>33,007,194,185</td>
</tr>
</tbody>
</table>
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 10$^{th}$, 2012:

![Figure 1: MOVES official version used](image)

1. Key Challenges
The key challenges in running MOVES for the regional emission analysis include:

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:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Settings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moves Version</td>
<td>MOVES2010b—2012/04/10, Default database movesdb20100830</td>
</tr>
<tr>
<td>Scale</td>
<td>County</td>
</tr>
<tr>
<td>Calculation Type</td>
<td>Emission Rates</td>
</tr>
<tr>
<td>Time Span</td>
<td>Time aggregation = Hour Month of July for ozone; Month of April for PM$_{2.5}$ All hours of day selected Weekdays</td>
</tr>
<tr>
<td>Geographic Bounds</td>
<td>Zone and Link</td>
</tr>
<tr>
<td>Vehicle or Source Types</td>
<td>All Source Types, Gasoline and Diesel</td>
</tr>
<tr>
<td>Road Type</td>
<td>All road types, including off-road</td>
</tr>
<tr>
<td>Pollutant and Processes</td>
<td>For Ozone: NO$_x$, VOC, Total Gaseous Hydrocarbons, Non-Methane Hydrocarbons For PM 2.5: NO$<em>x$, Primary Exhaust PM$</em>{2.5}$ (total), Organic Carbon, Elemental Carbon, Sulfate Particulate, Brakewear Particulate, Tirewear Particulate, and Total Energy Consumption</td>
</tr>
<tr>
<td>General Output</td>
<td>Output database created Units;</td>
</tr>
</tbody>
</table>
Appendix D
MOVES Model

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Settings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mass units grams</td>
<td></td>
</tr>
<tr>
<td>Energy units Joules</td>
<td></td>
</tr>
<tr>
<td>Distance units miles</td>
<td></td>
</tr>
<tr>
<td>Activity, distance traveled and source type population</td>
<td></td>
</tr>
<tr>
<td>Output Emissions Detail</td>
<td>Hour, pollutant, emission process, on and off road, source type, road type</td>
</tr>
</tbody>
</table>

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

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.
All Source Types and Gasoline/Diesel combinations were selected.

3.1.4 Pollutant and Processes

Above is shown that NOx, VOC, Total Gaseous Hydrocarbons, Non-Methane Hydrocarbons were selected here for ozone. For PM$_{2.5}$ the pollutant and processes were: NOx; 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.

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

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**
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.

Query 4: VMT by MOVES source type
Appendix D

MOVES Model

Query 5: VMT by MOVES source type by road type

```
INSERT INTO vmt_road_type (sourceTypeID, RoadTypeID, yearID, annual_vmt, daily_vmt)
SELECT vmt_vehicle_type.sourceTypeID, RoadTypeDistribution.RoadTypeID,
[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 6: VMT by MOVES source type by road type by hour

```
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")
```

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")
```

Query 7: Fraction 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 DailyVehicle_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, compared 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.
### 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

<table>
<thead>
<tr>
<th>Year</th>
<th>VOC</th>
<th>NOX</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
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</tr>
<tr>
<td>2025</td>
<td>2.43279</td>
<td>2.69309</td>
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<tr>
<td>2035</td>
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</tr>
<tr>
<td>2045</td>
<td>2.23496</td>
<td>2.46320</td>
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</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>VOC</th>
<th>NOX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emissions Vehicle:</td>
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<td>Emissions Profile:</td>
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</tr>
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<td>Emissions Running:</td>
<td>6.16273</td>
<td>19.52468</td>
</tr>
<tr>
<td>Total Emissions:</td>
<td>11.77143</td>
<td>24.04468</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>VOC</th>
<th>NOX</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
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<tr>
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<td>2035</td>
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</tr>
<tr>
<td>2045</td>
<td>2.82828</td>
<td>7.17561</td>
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<table>
<thead>
<tr>
<th>Year</th>
<th>VOC</th>
<th>NOX</th>
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</thead>
<tbody>
<tr>
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<tr>
<td>Total Emissions:</td>
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<td>10.44377</td>
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<table>
<thead>
<tr>
<th>Year</th>
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<th>NOX</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>6.16273</td>
<td>19.52468</td>
</tr>
<tr>
<td>2025</td>
<td>2.59202</td>
<td>7.75068</td>
</tr>
<tr>
<td>2035</td>
<td>2.71316</td>
<td>6.92392</td>
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<tr>
<td>2045</td>
<td>2.82828</td>
<td>7.17561</td>
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<table>
<thead>
<tr>
<th>Year</th>
<th>VOC</th>
<th>NOX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emissions Vehicle:</td>
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<td>9.33687</td>
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<table>
<thead>
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<th>NOX</th>
</tr>
</thead>
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<tr>
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<td>24.04468</td>
</tr>
<tr>
<td>2025</td>
<td>5.31328</td>
<td>10.44377</td>
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<td>2035</td>
<td>5.21872</td>
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<tr>
<td>2045</td>
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### Illinois: PM$_{2.5}$

<table>
<thead>
<tr>
<th>Year</th>
<th>NOX</th>
<th>PM$_{2.5}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
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<tr>
<td>2025</td>
<td>2,858.24</td>
<td>220.41</td>
</tr>
<tr>
<td>2035</td>
<td>2,324.08</td>
<td>202.69</td>
</tr>
<tr>
<td>2045</td>
<td>2,418.99</td>
<td>212.85</td>
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</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Pollutant:</th>
<th>NOX</th>
<th>PM$_{2.5}$-BW</th>
<th>PM$_{2.5}$-EX</th>
<th>PM$_{2.5}$-TW</th>
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</thead>
<tbody>
<tr>
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</table>

**Total Emissions**  
6,751.97002  351.71027

#### Year 2025

<table>
<thead>
<tr>
<th>Pollutant:</th>
<th>NOX</th>
<th>PM$_{2.5}$-BW</th>
<th>PM$_{2.5}$-EX</th>
<th>PM$_{2.5}$-TW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emissions:</td>
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<td>88.02921</td>
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</tbody>
</table>

**Total Emissions**  
2,858.23857  220.41158
### Appendix D

**MOVES Model**

**Air Quality Conformity Determination and Documentation 8-Hour Ozone & PM$_{2.5}$
FY 2016-2019 Transportation Improvement Program and related amendments to Connected2045**

**Board Approved**
July 29, 2015

### Year 2035

<table>
<thead>
<tr>
<th>Pollutant:</th>
<th>NOX</th>
<th>PM2.5-BW</th>
<th>PM2.5-EX</th>
<th>PM2.5-TW</th>
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</thead>
<tbody>
<tr>
<td>Emissions:</td>
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<tr>
<td><strong>Total Emissions</strong></td>
<td><strong>2,324.08258</strong></td>
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### Year 2045

<table>
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<tr>
<th>Pollutant:</th>
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<th>PM2.5-BW</th>
<th>PM2.5-EX</th>
<th>PM2.5-TW</th>
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<tr>
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<tr>
<td><strong>Total Emissions</strong></td>
<td><strong>2,418.98828</strong></td>
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### Missouri: Ozone

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<td><strong>Total Emissions</strong></td>
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<td><strong>Year 2025</strong></td>
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<td>Emissions Vehicle:</td>
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<td><strong>Year 2035</strong></td>
<td></td>
</tr>
<tr>
<td>Emissions Vehicle:</td>
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</table>
Appendix D
MOVES Model

<table>
<thead>
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<th>Emissions Profile:</th>
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<td><strong>Total Emissions</strong></td>
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**Year 2045**

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<td><strong>Total Emissions</strong></td>
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**Missouri: PM$_{2.5}$**

<table>
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<tr>
<th><strong>Total Emissions--PM2.5</strong></th>
</tr>
</thead>
<tbody>
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<td><strong>Year</strong></td>
</tr>
<tr>
<td>2015</td>
</tr>
<tr>
<td>2025</td>
</tr>
<tr>
<td>2035</td>
</tr>
<tr>
<td>2045</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Pollutant:</th>
<th><strong>NOX</strong></th>
<th><strong>PM2.5-BW</strong></th>
<th><strong>PM2.5-EX</strong></th>
<th><strong>PM2.5-TW</strong></th>
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</thead>
<tbody>
<tr>
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<td><strong>Total Emissions</strong></td>
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</table>
### Year 2025

<table>
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</thead>
<tbody>
<tr>
<td>Emissions:</td>
<td>7,533.41</td>
<td>235.38</td>
<td>314.79</td>
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</tr>
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</table>

**Total Emissions**

| Total Emissions | 7,533.41 | 612.15 |

### Year 2035

<table>
<thead>
<tr>
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<th>PM2.5-TW</th>
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</thead>
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<td>274.99</td>
<td>64.93</td>
</tr>
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</table>

**Total Emissions**

| Total Emissions | 6,707.91 | 586.96 |

### Year 2045

<table>
<thead>
<tr>
<th>Pollutant:</th>
<th>NOX</th>
<th>PM2.5-BW</th>
<th>PM2.5-EX</th>
<th>PM2.5-TW</th>
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</thead>
<tbody>
<tr>
<td>Emissions:</td>
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<td>256.39</td>
<td>276.57</td>
<td>67.34</td>
</tr>
</tbody>
</table>

**Total Emissions**

| Total Emissions | 6,851.38 | 600.29 |

---

Air Quality Conformity Determination and Documentation 8-Hour Ozone & PM\(_{2.5}\)
FY 2016-2019 Transportation Improvement Program and related amendments to Connected2045

Board Approved
July 29, 2015
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 NOX which are expected to result from implementation of the FY 2016-2019 TIP and related amendments to Connected2045 will be less than the 2015 NOX 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 NOX which are expected to result from implementation of FY 2016-2019 TIP and related amendments to Connected2045 will be less than the 2008 NOX 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 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 NOX which are expected to result from implementation of FY 2016-2019 TIP and related amendments to Connected2045 will be less than the 2008 NOX 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).
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\textsubscript{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\textsubscript{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\textsubscript{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\textsubscript{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\textsubscript{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
Appendix E
Eight Hour Ozone
Air Quality Conformity Determination

the 2025 MOVES derived motor vehicle emissions budget for VOC and NOx 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>
<thead>
<tr>
<th>Analysis Year</th>
<th>Volatile Organic Compounds</th>
<th>Nitrogen Oxides</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Emissions</td>
<td>Budget</td>
</tr>
<tr>
<td>2015</td>
<td>26.85</td>
<td>32.70</td>
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<tr>
<td>2025</td>
<td>14.33</td>
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<td>2035</td>
<td>13.45</td>
<td>32.70</td>
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<tr>
<td>2045</td>
<td>13.23</td>
<td>32.70</td>
</tr>
</tbody>
</table>

All tests have been passed for all years.

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>Volatile Organic Compounds</th>
<th>Nitrogen Oxides</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Emissions</td>
<td>2008 Budget</td>
</tr>
<tr>
<td>2015</td>
<td>11.77</td>
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<tr>
<td>2025</td>
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<td>2035</td>
<td>5.22</td>
<td>5.68</td>
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<tr>
<td>2045</td>
<td>5.19</td>
<td>5.68</td>
</tr>
</tbody>
</table>

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.
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>
<thead>
<tr>
<th>Analysis Year</th>
<th>Missouri Action</th>
<th>Missouri Baseline</th>
<th>Illinois* Action</th>
<th>Illinois* Baseline</th>
<th>Non-Attainment Area Action</th>
<th>Non-Attainment Area Baseline</th>
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<tbody>
<tr>
<td>2015</td>
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<td>2,687.16</td>
<td>351.71</td>
<td>809.55</td>
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<td>809.55</td>
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<td>2035</td>
<td>586.96</td>
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<td>2045</td>
<td>600.30</td>
<td>2,687.16</td>
<td>212.85</td>
<td>809.55</td>
<td>813.15</td>
<td>3,496.71</td>
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* Includes Baldwin Township

All tests have been passed for all years.
### Regional Emissions Analysis: Conformity Tests for Oxides of Nitrogen
Based on Conformity Requirements for Annual PM$_{2.5}$ Standard

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<thead>
<tr>
<th>Year</th>
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<th>Illinois*</th>
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<tr>
<td></td>
<td>Action</td>
<td>Baseline</td>
<td>Action</td>
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<tr>
<td>2015</td>
<td>17,145.62</td>
<td>69,918.87</td>
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<td>2025</td>
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<td>6,851.38</td>
<td>69,918.87</td>
<td>2,418.99</td>
</tr>
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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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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.
### Appendix G

**Baldwin Township, Illinois**

Air Quality Conformity Determination and Documentation 8-Hour Ozone & PM2.5

**FY 2016-2019 Transportation Improvement Program**

**Page G-2**

Supplement G-1

**Estimates for Road District 1, Randolph County**

#### ILINOIS DEPARTMENT OF TRANSPORTATION

**TRAFFIC PROJECTION**

**WINDTLE (0.90 To 3.10)**

**T.O. FROM**

**DATE**

**PREPARED BY:**

**KEY ROUTE CODE**

**CURRENT AADT EST.**

**FORECAST AADT (2040)**

**NOTE:**

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<tr>
<th>DATA POINTS</th>
<th>PROJECTION</th>
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<td>AADT</td>
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#### Graph

![Graph showing traffic projections](Graph.jpg)
### Supplement G-2

**VMT Estimates for Baldwin Township, Randolph County**

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<th>Facility Type</th>
<th>Forecasted for All Applicable Analysis Years</th>
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<td>2015</td>
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<tr>
<td>Local Roads or Streets</td>
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<td>Minor Collector</td>
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<tr>
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<tr>
<td>Minor Arterial</td>
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<tr>
<td>Other Principal Arterial</td>
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<td>Highway</td>
<td>0</td>
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<tr>
<td>Ramps</td>
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<tr>
<td>Total Daily VMT</td>
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