



MEMORANDUM

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TO: Missouri Transportation Planning Committee

FROM: East-West Gateway Staff

DATE: May 1, 2017

SUBJECT: Wednesday, May 3, 2017 meeting

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Wednesday, May 3, 2017 at 2:00 p.m. at East-West Gateway Council of Governments offices. (Reminder parking is available at Stadium-East Garage)

If you have any questions or concerns regarding the enclosed materials or the upcoming meeting please contact EWGCOG. The agenda for the meeting is as follows:

AGENDA

1. Call to order
2. I-70 Study Update – Shaun Tooley, MoDOT
3. I-270 Update – Shaun Tooley, MoDOT
4. MoDOT Cost Share Program – Shaun Tooley, MoDOT
5. Functional Classification – Rodney Halbert, EWG
6. FY 2018-2021 TIP – Local program project recommendations - Surface Transportation Program/Congestion Mitigation & Air Quality Improvement Program - Jason Lange – **ACTION ITEM**
7. Reasonable Progress – Melissa Theiss, EWG
8. Other Business
 - Next meeting scheduled for Wednesday, June 7, 2017 at 2 PM

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Missouri Transportation Planning Committee

Meeting Notes

May 2017

The Missouri Transportation Planning Committee (TPC) Meeting was held in the Council offices on Wednesday, May 3, 2017 at 2:00 p.m.

Members in Attendance

Mike Henderson, MoDOT

Shaun Tooley, MoDOT (in place of Wesley Stephen)

Rich Bradley, City of St. Louis

Larry Welty, St. Louis County (in place of Ted Medler)

Ron Williams, Franklin County

Chris Ehlen, Jefferson County

Jessica Mefford-Miller, BSDA/Metro

Tracy Beidleman, BSDA/Metro

Steve Ables, St. Louis County Municipal League

Grace Kyung, Trailnet

Members Absent

Craig Tajkowski, St. Charles County

Amanda Brauer, St. Charles County

Greg Smith, St. Louis Regional Chamber

Maurice Falls, City of St. Louis

Others in Attendance:

John Kohler, City of St. Louis

Jackie Covington, BSDA/Metro

Nick Galla, City of St. Charles

Brad Temme, City of St. Charles

EWGCOG Staff:

Jason Lange, Larry Grither, Melissa Theiss, Rachael Pawlak, Anna Musial, Sonya Pointer, Rodney Halbert

CALL TO ORDER

The meeting was called to order by Ron Williams, Chair.

ITEMS

I-70 Study Update, I-270 Update, MoDOT Cost Share Program – Shaun Tooley presented updates on MODOT's I-70 and I-270 studies and gave an overview of the Cost Share Program. The I-70 Planning and Environmental Linkages Study (PEL) is being led by the Missouri Department of Conservation, East-West Gateway (EWG) and Bi-State Development Agency. The PEL study is expected to be completed by the end of 2017, with recommended preferred alternative(s). MODOT is currently seeking public comments on the PEL study until May 20 (www.envision70.com). The next step will be to develop alternatives.

MODOT has approximately \$100 million available over the next two fiscal years.

Projects have not been identified yet, so the I-270 corridor is a potential design-build.

The Federal Highway Administration (FHWA) recently released a finding of no significant impact, which essentially signals completion of the study. The next step will be to take it to the Missouri Highway Transportation Commission (MHTC) and move forward with getting those projects in the TIP.

The MODOT Cost Share program is back and applications are now online. Both public and private sponsors are eligible. The total program amount available over the next three state fiscal years is \$50 million, broken down as follows: SFY18 - \$10 million, SFY19 - \$15 million, SFY20 \$25 million. MODOT participation will be 50% of total project cost, and up to 100% for economic development projects that create new jobs. Cost overruns will be covered by the applicant. A letter of support from EWG and the District Engineer is required. Projects are limited to \$10 million over five years, and no more than \$2.5 million per year. There are three opportunities to apply, with application deadlines of June 30, October 6, and December 29.

Q: John Kohler – Why are there different application deadlines? Are there different pots of money?

A: Shaun Tooley – It is just one pot of money.

A: Mike Henderson – There is \$10 million available the first year and it depends on the applications received. If all funds are programmed after the first round, then the next two are not necessary.

Q: Kohler – So would \$10 million be the project total, with \$5 million as the MODOT portion?

A: Tooley – It would be \$10 million as the match from MODOT.

Q: Ron Williams – Do projects receive extra points if they provide a 60% or more match?

A: Mike Henderson – Yes, the more participation by the sponsor, the better chance the project has.

Functional Classification – Rodney Halbert announced that EWG is currently conducting the semi-annual review of the functional classification system. Minor updates will be made as EWG looks at the growth of the network and services in terms of accessibility, continuity, and mobility. EWG is currently accepting applications for change requests, due May 31 for this round. There will be another round in November for changes made in early 2018. Applications will be reviewed in June, site visits in July, and recommendations will be taken to the Board in August.

FY 2018-2021 TIP – Local program project recommendations – Surface Transportation Program (STP-S) / Congestion Mitigation & Air Quality

Improvement Program (CMAQ) – ACTION ITEM – Jason Lange presented the project recommendations for funding under the recent STP-S and CMAQ solicitation. Due to funding availability this year, funding is limited to one project per municipality. EWG received 97 STP-S applications requesting approximately \$93 million in federal funding. The initial estimate of federal funding available was \$35 million, but due to bid savings and one project being removed from the TIP at the sponsor's request, there is now approximately \$37.2 million available to program. One 10% cost increase was requested by the City of O'Fallon, totaling approximately \$45,000.

EWG received 24 CMAQ applications requesting \$29 million in federal funds. There is approximately \$22 million available. Applications are evaluated based on cost per tons of emissions reduced. Two applications were ineligible since they were increasing capacity of single-occupancy vehicles. A portion of the project submitted by Citizens for Modern Transit to study safety/security at MetroLink was ineligible, since planning studies are not eligible under CMAQ. That portion was pulled out of the project. A street sweeper applied for by the City of Jennings was not eligible and a MODOT project at Spoede and MO 340 was not recommended due to its proximity to an interchange project that was recommended for STP-S funds.

Staff is recommending approval of projects in Attachment D and the 10% increase for O'Fallon's project. These recommendations will go to the Board of Directors in May. These projects will then be included in the Draft FY2018-2021 TIP that will go to the Board in June. The public comment period will be June 30 through August 3. Final recommendations will go to the Board on August 30. Projects recommended and approved will be included in the FY2018-2021 TIP as of October 1.

Q: Grace Kyung – Did you test the new criteria?

A: Jason Lange – Not yet. We will begin testing the new criteria soon and will have the results at the August TPC meeting.

Q: Ron Williams – Are you going to rank the projects like you have with the current criteria?

A: Lange – We will compare how the projects ranked in the new process versus the old.

Q: Kyung – What is the timeline? How much time between the new criteria being solidified and the next solicitation?

A: Lange – We will come back to the TPC in August, and it should be adopted in September or October. It will then be used in the next application round.

Q: Larry Welty – Will the next solicitation be in December?

A: Lange – Yes, although we may try to make the applications available sooner since they may take more time to complete the first round. We will also have more workshops, with smaller groups, so that sponsors can have their questions answered.

Move – Jessica Mefford-Miller, Second – Mike Henderson. Motion carries.

Reasonable Progress – Melissa Theiss gave an overview of projects obligating funds in April. There were five projects obligating approximately \$2 million in federal funds last month. So far this fiscal year, roughly 13% of federal funds programmed have been obligated, with \$89.8 million left to obligate. Last week, eligible sponsors were notified of one-time schedule extensions. Sponsors with construction funds programmed in FY17 can request a three or nine month extension. Extension requests are due June 1. Three month extensions can be approved by EWG staff. Nine month extensions require Board approval, and will be taken to the June Board meeting. Sponsors will be notified after the Board meeting if their extension requests have been approved.

Other Business –

Transportation Alternatives Program (TAP) – Rachael Pawlak announced that TAP applications are due June 19. There will be a project review workshop held on May 17 from 9:30 to 3:00 and on May 24 from 9:00 to Noon. Preliminary applications are due

Friday, May 5. Preliminary applications for sponsors participating in the project review workshops need to be submitted at least two days prior to the workshop.

MODOT program – Jason Lange announced that the MODOT program for the FY2018-2021 TIP will be emailed to TPC members at a later date.

Sister Cities – John Kohler announced that St. Louis would be hosting a Sister Cities workshop June 8-9 in partnership with the City of Louisville, Kentucky. Members of both cities will meet over two days to discuss and share ideas on bicycle planning.

The next meeting is scheduled for Wednesday, June 7, 2:00 pm.

Meeting Adjourned.



EAST-WEST GATEWAY

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Creating Solutions Across Jurisdictional Boundaries

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Bi-State Development

Executive Director
James M. Wild

To: Missouri Transportation Planning Committee

From: Council Staff

Date: May 1, 2017

Subject: FY 2018-2021 Transportation Improvement Program (TIP) – Missouri Local Program

Project Solicitation

East-West Gateway Council of Governments (EWG) announced a call for project applications for federal funding through the Surface Transportation Block Grant Program - Suballocated (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program on December 1, 2016. A Project Development Workshop took place on December 8, 2016. This workshop provided additional information on the project application process and requirements to complete an application. Project Review Workshops were held on February 2, 2017 and February 9, 2017, which gave project sponsors an opportunity to present their project to a panel representing EWG, MoDOT, Metro, and Trailnet. The panel offered feedback to project sponsors on the proposed applications. The project solicitation process concluded on March 2, 2017 when project applications were due.

Surface Transportation Program - Suballocated

Submitted Projects

STP funds can be used for projects such as pavement preservation, highway expansion, congestion mitigation, safety, environmental mitigation, transit, and pedestrian facilities. Local Public Agencies submitted 97 project applications, requesting approximately \$93.4 million in federal funds for consideration through the STP funding program. **Table A** shows the breakdown of submitted projects by county.

Table A			
FY 2018-2021 TIP – Missouri Local Program – STP			
Submitted Projects – By County			
County	# of Projects	Total \$	Federal \$
Franklin	8	\$6,397,081	\$4,913,319
Jefferson	22	\$14,472,352	\$9,722,503
Multi-County	3	\$3,396,596	\$2,717,277
St. Charles	26	\$69,749,310	\$33,839,733
St. Louis	36	\$60,586,841	\$38,527,421
St. Louis City	2	\$4,750,000	\$3,680,000
Total	97	\$159,352,180	\$93,400,253

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The project applications are categorized to a primary priority area. These six priority areas include preservation, safety, congestion, access to opportunity, sustainable development, and goods movement. Approximately 72% of the federal funding request have a preservation priority. **Table B** shows the breakdown of submitted projects by priority area.

Table B FY 2018-2021 TIP – Missouri Local Program Submitted Projects – By Project Type			
Priority Area	# of Projects	Total \$	Federal \$
Preservation	64	\$105,520,319	\$67,689,991
Safety	16	\$28,727,229	\$13,498,467
Congestion	6	\$19,029,547	\$7,500,605
Access to Opportunity	0	\$0	\$0
Sustainable Development	11	\$6,075,085	\$4,711,190
Goods Movement	0	\$0	\$0
Total	97	\$159,352,180	\$93,400,253

Available Funding

The current transportation law, the Fixing America’s Surface Transportation (FAST) Act was signed into law on December 4, 2015. The FAST Act is five-year transportation law that authorizes transportation funding through 2020.

In December, the initial estimate for available STP funding was \$35 million. The amount available to program is slightly higher due to bid savings from projects during the current fiscal year and one project being removed from the Transportation Improvement Program at the request of a sponsor. There is \$37.2 million available for STP programming.

Evaluation and Ranking of Projects

Council staff evaluates projects in each of the six priority areas, which are consistent with the region’s long-range transportation plan, *Connected2045*. Projects are assigned to a priority area based on the project type. Project scores are based on how projects address each of the six priority areas. Sponsors can gain additional points based on utilization and facility improvements. Once the final score for projects is determined, the projects’ cost effectiveness is calculated by dividing the annualized federal cost of the projects by the final score.

Projects are then ranked based on the cost-effectiveness score. Each county is guaranteed at least one project. All projects must be consistent with clean air requirements, establish financial commitment, and demonstrate a reasonable degree of political and community support.

Equity Amongst Municipalities

In April 2010, the Board of Directors approved revisions to transportation program policy. This included removing the limitation on the number of projects for municipalities. This did not guarantee municipalities would receive funding for more than one project. In prior years, the number of projects a municipality received has varied. This year, a municipality will receive no more than one project due to funding availability, which is lower than in past years.

Attachment A shows the project cost effectiveness rankings for the STP projects as well as East-West Gateway staff’s recommendations for which projects should receive funding. **Table C** shows the breakdown of recommended projects by county.

Table C FY 2018-2021 TIP – Missouri Local Program Recommended STP Projects			
County	#	Total \$	Federal \$
Franklin	4	\$3,011,263	\$2,278,015
Jefferson	12	\$6,337,631	\$4,496,360
Multi-County	3	\$3,396,596	\$2,717,277
St. Charles	6	\$14,527,508	\$5,289,406
St. Louis	18	\$29,219,465	\$18,915,099
St. Louis City	2	\$4,750,000	\$3,680,000
TOTAL	45	\$61,242,463	\$37,376,157

Funding Increase Request – STP Projects

One sponsor submitted a request for a one-time ten percent funding increase. The increase request is summarized in **Table D**. Staff recommends additional funding for this project.

Table D – Funding Increase Request – FY 2018-2021 TIP			
Sponsor/ TIP #	Title - Description	Reason for Increase - Increase Requested	Action
O’Fallon/ 6591-16	Mexico Road – MO K to Barrington Dr	Original scope included new sidewalk on north side. Increased MoDOT enforcement of ADA after programming required sidewalk on south side to be brought into compliance. New plan is to construct only a 10’ shared use path on south side to bring that facility into compliance. \$45,191 increase in STP funds (<5% increase)	Approval

Congestion Mitigation and Air Quality Improvement Program

Submitted Projects

The CMAQ program provides funding for transportation programs or projects that reduce emissions and contribute to the attainment or maintenance of the national ambient air quality standards of ozone, carbon monoxide, and particulate matter. The

St. Louis region is a non-attainment status for ozone and particulate matter (PM_{2.5}). CMAQ funds may be used for traffic flow improvement, demand management, locomotive or diesel engine retrofit, shared ride services, bicycle/pedestrian facilities, transit vehicles/facilities, and operating assistance for new transit service. Project sponsors submitted 24 applications requesting approximately \$28.9 million in federal funds for consideration. **Table E** shows the breakdown of submitted projects by county.

Table E			
FY 2018-2021 TIP – Missouri Local Program – CMAQ			
Submitted Projects – By County			
County	# of Projects	Total \$	Federal \$
Franklin	0	\$0	\$0
Jefferson	0	\$0	\$0
St. Charles	11	\$23,763,504	\$6,465,602
St. Louis	7	\$12,805,425	\$10,034,740
St. Louis City	2	\$4,220,000	\$3,296,000
Multi-County-M	4	\$11,475,682	\$9,146,345
Multi-State	0	\$0	\$0
Total	24	\$52,264,611	\$28,942,687

Available Funding

In December, the initial estimate for available CMAQ funding was \$20 million. The amount available to program is slightly higher due to bid savings from projects during the current fiscal year. There is \$22.1 million available for CMAQ programming.

Evaluation of Submitted Projects

The criterion for determining project eligibility through the CMAQ program is that an improvement or a service must contribute to a reduction of mobile source emissions for the area or region that is in non-attainment. Cost per ton of emissions reduced is used in the project selection process as the measure to establish priority. This measure is used as a means of comparing various types of projects in a common way, that being the cost per unit of benefit.

The FAST Act mandates that at least 25 percent of CMAQ funds be used for projects targeting PM_{2.5} reductions. It also highlights diesel retrofits and port related equipment and vehicles as eligible projects to mitigate PM_{2.5}.

Once projects are ranked relative to cost per ton of emissions reduced for ozone precursors, the establishment of project priorities and the selection of projects for funding in the CMAQ program are a direct result of a project's cost effectiveness, and

the availability of local, federal and other funding. Projects that result in increased emissions are not eligible for CMAQ.

Federal Highway Administration Review

The Federal Highway Administration (FHWA) conducts a review of the submitted CMAQ applications each year. FHWA reviews the projects to determine their consistency with the CMAQ program. FHWA determined the City of Wildwood's MO 109 roundabout and the City of St. Charles' Muegge interchange project were not eligible as they were adding single occupant vehicle capacity. Also, FHWA determined that a portion of Citizens For Modern Transit project involving a MetroLink Station safety study was not eligible for funding. The remainder of that project is eligible and the overall cost was reduced. This change is reflected in this memo.

Benefit to Non-attainment or Maintenance area

The City of Jennings applied to replace two street sweepers with one new street sweeper. Each CMAQ project must be located in or benefit a nonattainment or maintenance area. Street sweepers are utilized in areas in non-attainment of coarse particulates (PM₁₀) to clean paved roads of sources of PM₁₀ pollution including: windblown dust from open lands or construction. This project does not benefit a PM₁₀ non-attainment or maintenance area.

Relationship to Recommended STP Project

MoDOT's CMAQ application for turn lane improvements on MO 340 at Spoede Rd and Old Olive Street Rd is in close proximity to St. Louis County's US 67 and MO 340 interchange project which was recommended for STP funding. Old Olive Street Rd's current function is as an off ramp from southbound US 67 to westbound MO 340. The new interchange will include access for this movement. The application for turn lane improvements at MO 340 at Spoede Rd and Old Olive Street Rd is not recommended.

Attachment B shows both the project rankings of CMAQ projects based on cost per ton of emissions reduced and East-West Gateway staff's recommendations for which projects should receive funding. **Table F** on the next page shows the breakdown of recommended projects by county.

Table F			
FY 2018-2021 TIP – Missouri Local Program – CMAQ			
Recommended Projects – By County			
County	# of Projects	Total \$	Federal \$
Franklin	0	\$0	\$0
Jefferson	0	\$0	\$0
St. Charles	4	\$5,877,504	\$4,576,802
St. Louis	6	\$6,519,095	\$5,077,676
St. Louis City	2	\$4,220,000	\$3,296,000
Multi-County-M	4	\$11,475,682	\$9,146,345
Multi-State	0	\$0	\$0
Total	16	\$28,092,281	\$22,096,823

Public Comment

Project information from the CMAQ and STP applications was posted on EWG’s website for public comment. The public comment period was from March 22 through April 20. A total of 114 comments were received on project applications. The project receiving the most comments was the Compton Bridge in the City of St. Louis (22) followed by St. Louis County’s Hillsboro Rd project (18). **Attachment C** shows a summary of comments received.

Project Recommendations – STP and CMAQ

Staff recommends that the projects identified on **Attachment D** and the ten percent increase (\$45,191) for the City of O’Fallon to be included in the draft FY 2018-2021 TIP. **Table G** on the next page shows all of the project recommendations by county. A list of recommended projects will be provided to the Board of Directors at its May meeting prior to the document being released to the public. The public comment period for the draft TIP will be from June 30 through August 3. The TIP will be submitted to the Board of Directors for final approval on August 30.

Table G							
FY 2018-2021 TIP – Missouri Local Program Recommendations – By County							
	STP		CMAQ		All Programs		
County	#	\$ Federal	#	\$ Federal	#	\$ Federal	% of Federal Funding
Franklin	4	\$2,278,015	0	\$0	4	\$2,278,015	3.8%
Jefferson	12	\$4,496,360	0	\$0	12	\$4,496,360	7.6%
St. Charles	6	\$5,289,406	4	\$4,576,802	10	\$9,866,208	16.6%
St. Louis	18	\$18,915,099	6	\$5,077,676	24	\$23,992,775	40.3%
St. Louis City	2	\$3,680,000	2	\$3,296,000	4	\$6,976,000	11.7%
Multi-County-M	3	\$2,717,277	4	\$9,146,345	7	\$11,863,622	19.9%
Multi-State	0	\$0	0	\$0	0	\$0	0.0%
Total	45	\$37,376,157	16	\$22,096,823	61	\$59,472,980	100.0%

Attachment A

FY 2018-2021 Transportation Improvement Program (TIP)
STP Project Submittals (Ordered by Cost-Effectiveness)

ID No.	County	Sponsor	Project Title/Description	Priority Area	Federal Cost	Total Cost	Cost Effectiveness	Cumulative Federal Cost
Recommended for funding - Surface Transportation Block Program - Suballocated								
8055	St. Louis	Richmond Heights	Lovella Avenue Bridge -- Over Claytonia Creek - Replace Bridge - Sidewalks (5')	Preservation	\$388,000	\$495,000	\$207.51	\$388,000
8030	Jefferson	Jefferson County	Miller Road, Phase 3 -- 620' South Of Elm Dr To 1350' South Of Elm Dr - Realign Curve	Safety	\$217,600	\$272,000	\$256.21	\$605,600
8068	St. Charles	St. Charles County	Schwede Road -- Hoffman Rd To Bridge Over Cunningham Branch - Realign Curve - Shoulders	Safety	\$235,000	\$470,000	\$259.31	\$840,600
8001	Multi-County-M	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2020 (B) -- Replace Seven (7) Call-A-Ride Vans	Preservation	\$968,000	\$1,210,000	\$315.83	\$1,808,600
8042	Multi-County-M	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2020 (A) -- Replace Eight (8) Call-A-Ride Vans	Preservation	\$1,104,000	\$1,380,000	\$315.83	\$2,912,600
8037	Jefferson	Jefferson County	Rougly Kiepe Road Bridge -- Over Tributary To Saline Creek - Replace Bridge	Preservation	\$576,640	\$720,800	\$324.60	\$3,489,240
8007	St. Louis	Creve Coeur	Fernview Drive -- Gallagher Dr To Olive Blvd - Resurfacing	Preservation	\$250,000	\$386,000	\$344.25	\$3,739,240
8069	St. Charles	St. Charles County	Seeburger Road Bridge -- At Trib To The Mississippi R (B/W South Shore And MO B) - Replace Bridge	Preservation	\$440,000	\$627,000	\$371.88	\$4,179,240
8019	Franklin	Franklin County	Boeuf Creek Road Bridge -- Over Branch Of Boeuf Creek (Approx. 1.25 Mi W/O MO 185) - Replace Bridge	Preservation	\$672,000	\$840,000	\$374.07	\$4,851,240
8024	Jefferson	Jefferson County	East Rock Creek Road -- 850' West Of Gary Rd To 150' West Of Gary Rd - Curve Realignment - Shoulder	Safety	\$352,480	\$440,600	\$394.90	\$5,203,720
8053	St. Louis	Olivette	Dielman Road, Phase 2 -- Tamarack Drive To MO 340 (Olive Blvd) - Resurfacing - Sidewalk (5') East Side- Widening To 13' Lns	Preservation	\$574,577	\$821,645	\$423.39	\$5,778,297
8091	Franklin	Union	Denmark Road Bridge -- Over Birch Creek - Replace Low Water Crossing - Sidewalk (6')	Preservation	\$756,070	\$1,049,513	\$441.86	\$6,534,367
8061	St. Charles	St. Charles	Strategic Hwy Safety Plan Improvements -- Along Boone's Lick, Kingshwy, Elm, Lindenwood - Randolph/Mel Wetter, Little Hills/Mel Wetter	Safety	\$560,000	\$700,000	\$446.44	\$7,094,367
8018	Jefferson	Festus Special Road District	Meyer Road -- US 67 To Se Of Watson Rd - Overlay	Preservation	\$256,680	\$368,227	\$466.31	\$7,351,047
8047	Franklin	New Haven	Downtown Improvements, Phase 2 -- Main St: Miller To Olive St; Olive St: Main St To Up Rr - Reconstruction - Sidewalks (5')	Preservation	\$565,923	\$707,404	\$493.14	\$7,916,970
8033	Jefferson	Jefferson County	New Sugar Creek Road -- MO 30 To St. Louis County Line - Overlay	Preservation	\$182,800	\$228,500	\$513.12	\$8,099,770
8046	Multi-County-M	MoDOT-OATS	Vehicle Replacement -- 23 Wide Body Cutaway Minibus W/Lift - Serving Franklin, Jefferson, St. Charles & St. Louis Co	Preservation	\$645,277	\$806,596	\$529.00	\$8,745,047
8052	St. Charles	O'Fallon	Winghaven Blvd -- MO N To South Of The Winghaven/Hammack Rd - Resurfacing - Ped Improvements At Intersections	Preservation	\$1,304,406	\$1,630,508	\$570.33	\$10,049,453
8095	St. Louis	Webster Groves	Big Bend Boulevard Sidewalk, Phase 1 -- Oakwood Ave To Dale Ave - Sidewalk (6') North Side Lighting	Sustainable Development	\$247,730	\$343,726	\$588.48	\$10,297,183
8034	Jefferson	Jefferson County	Northwest Blvd -- MO 30 To Saline Rd - Overlay	Preservation	\$147,280	\$184,100	\$610.01	\$10,444,463

Attachment A

Recommended for funding - Surface Transportation Block Program - Suballocated

8056	St. Louis City	St. Louis	Compton Avenue Bridge -- Chouteau Ave To I-64 - Replace Bridge - Preliminary Engineering	Preservation	\$2,000,000	\$2,500,000	\$617.36	\$12,444,463
8074	St. Louis	St. Louis County	Mckelvey Rd/Bennington Pl/Ameling Rd - 2021 -- Mckelvey/Bennington - Dorsett To Ameling; Ameling: - Bennington To Mckelvey - Resurfacing - Slab Repl.	Preservation	\$1,000,000	\$2,291,300	\$653.11	\$13,444,463
8073	St. Louis	St. Louis County	Bayless Avenue Bridge -- Over Gravois Creek (Approx 130' East Of I-55) - Replace Bridge - Sidewalk (6')	Preservation	\$2,100,000	\$3,354,000	\$656.33	\$15,544,463
8027	Jefferson	Jefferson County	Local Hillsboro Road -- MO 30 To Hillsboro House Springs Rd - Overlay	Preservation	\$157,200	\$196,500	\$723.88	\$15,701,663
8029	Jefferson	Jefferson County	Main Street -- MO MM To 700' North Of MO MM (In House Springs) - Reconstruction - Sidewalk (4')	Preservation	\$481,600	\$602,000	\$731.86	\$16,183,263
8036	Jefferson	Jefferson County	Old State Rte. 21 -- MO M To MO A - Overlay - Repair Shoulders - Rumblestrips	Preservation	\$665,000	\$1,330,000	\$758.17	\$16,848,263
8003	St. Louis	Brentwood	Rosalie Avenue Sidewalk -- Brentwood Blvd To Mary Ave - Lighting - Sidewalk (5') On South Side	Sustainable Development	\$331,964	\$414,955	\$792.34	\$17,180,227
8085	St. Louis	St. Louis County	Washington Street - 2021 -- Rue St. Pierre To Fatima Ct - Resurfacing	Preservation	\$1,100,000	\$1,795,000	\$795.00	\$18,280,227
8000	St. Louis	Ballwin	Holloway Road -- Manchester Rd (MO 100) To Baxter Rd - Resurfacing	Preservation	\$1,003,600	\$1,254,500	\$809.58	\$19,283,827
8038	Jefferson	Jefferson County	Seckman Road, Phase 2 -- Seckman H.S. Entrance To 275' W/O Seckman Spring Dr - Construct Roundabout At Seckman Hs - Sidewalk (5')	Safety	\$635,360	\$794,200	\$828.00	\$19,919,187
8090	St. Louis	Town & Country	Topping Road -- Clayton Rd To Topping Estates / Kent Manor Dr - Resurfacing - Shared Use Path (8')	Preservation	\$814,400	\$1,628,667	\$855.16	\$20,733,587
8015	St. Louis	Fenton	Allen Rd -- Old Highway 141 To Jefferson County Line - Reconstruction	Preservation	\$436,400	\$545,500	\$862.97	\$21,169,987
8075	St. Louis	St. Louis County	Creve Coeur Mill Road - 2021 -- Prichard Farm Rd To Approx 350' W/O Mckelvey Rd. - Resurfacing - Slab Replacement - Fiberoptic	Preservation	\$1,100,000	\$2,351,100	\$864.08	\$22,269,987
8083	St. Louis	St. Louis County	Meramec Bottom Road Bridge -- Over Lemay Creek (Approx 1200' West Of I-55) - Replace Bridge	Preservation	\$1,095,200	\$1,369,000	\$873.94	\$23,365,187
8092	St. Louis	University City	Westgate Ave -- Delmar Blvd To MO 340 (Olive Blvd) - Resurfacing - Upgrade Sidewalk	Preservation	\$932,274	\$1,915,342	\$875.53	\$24,297,461
8017	Jefferson	Festus	3rd Street Sidewalk -- Sunshine Dr To Holly Dr - Sidewalk (5') On Both Sides - Lighting	Sustainable Development	\$273,240	\$414,304	\$887.78	\$24,570,701
8082	St. Louis	St. Louis County	Mckelvey Road, Phase 2 - 2021 -- Glenpark Dr To Creve Coeur Mill Rd - Resurfacing - Sidewalk (5') E: Smoke Rise To Cr. Coeur Mill	Preservation	\$1,128,610	\$1,612,300	\$887.78	\$25,699,311
8077	St. Louis	St. Louis County	Hanley Road - 2021 -- Canton Rd To MO D (Page Ave) - Resurfacing	Preservation	\$1,100,000	\$2,001,000	\$923.98	\$26,799,311
8093	St. Louis	Valley Park	St. Louis Avenue, Phase 2 -- Third St To Seventh St - Reconstruction - Sidewalk (5')	Preservation	\$1,312,344	\$1,640,430	\$932.61	\$28,111,655
8031	Jefferson	Jefferson County	Miller Road, Phase 1 -- At Spring Forest Road - Realign Intersection	Safety	\$550,480	\$786,400	\$940.70	\$28,662,135
8089	Franklin	Sullivan	Fisher Drive Sidewalk -- W Springfield Rd To Elmont Rd - Sidewalk (8') Both Sides	Sustainable Development	\$284,022	\$414,346	\$941.02	\$28,946,157
8067	St. Charles	St. Charles County	MO 364 -- At Gutermuth Rd - New Interchange	Congestion	\$1,500,000	\$9,000,000	\$948.08	\$30,446,157
8040	St. Charles	Lake Saint Louis	Lake Saint Louis Blvd Roundabout -- At Veterans Memorial Pkwy & I-70 Eb On/Off Ramps - Construct Roundabout - Sidewalk (6')	Congestion	\$1,250,000	\$2,100,000	\$953.08	\$31,696,157
8072	St. Louis	St. Louis County	US 67 (Lindbergh) -- At MO 340 (Olive) - Sidewalk (6') South Side Of 340 - Replace Cloverleaf With Folded Diamond Interchange	Preservation	\$4,000,000	\$5,000,000	\$980.52	\$35,696,157
8071	St. Louis City	St. Louis	7th Street -- Washington Ave To Walnut St - Resurfacing - Sidewalks - Lighting	Preservation	\$1,680,000	\$2,250,000	\$981.14	\$37,376,157
10% Funding Increase								
N/A	O'Fallon	St. Charles County	Mexico Road - MO K to Barrington Drive	Preservation	\$45,191	\$56,489	N/A	

Attachment A

Not Recommended for funding - Surface Transportation Block Program - Suballocated

8048	St. Charles	New Melle	Mill Street Sidewalk -- MO D To MO Z - Sidewalk (5')	Sustainable Development	\$322,493	\$482,396	\$997.41	\$37,698,650
8080	St. Louis	St. Louis County	Kingsland Avenue - 2021 -- MO 340 (Olive Blvd) To Delmar - Resurfacing	Preservation	\$1,047,600	\$1,309,500	\$997.69	\$38,746,250
8084	St. Louis	St. Louis County	Valcour Avenue - 2021 -- MO 30 (Gravois Rd) To Heege Road. - Resurfacing	Preservation	\$900,000	\$2,023,300	\$998.15	\$39,646,250
8020	St. Louis	Frontenac	Geyer Road/Clayton Rd Improvements, Phase 1 -- Geyer: Steeplechase Ln To Clayton Rd; Clayton: Geyer Rd - To 350' W/O Spoede Rd - Resurfacing - Sidewalk	Preservation	\$1,162,500	\$1,550,000	\$1,015.42	\$40,808,750
8086	St. Louis	St. Louis County	White Road -- Conway Rd To MO 340 (Olive Blvd) - Resurfacing	Preservation	\$900,000	\$2,344,900	\$1,023.57	\$41,708,750
8081	St. Louis	St. Louis County	Lackland Road - 2021 -- Craig Rd To West Of Westport Center Dr - Resurfacing - Slab Replacement	Preservation	\$1,400,000	\$3,450,100	\$1,028.31	\$43,108,750
8004	Jefferson	Byrnes Mill	Upper Byrnes Mill Road, Phase 1 -- Lower Byrnes Mill Rd To Secluded Meadow Dr - Overlay - Sidewalk (5') South - Shoulder	Preservation	\$488,280	\$714,109	\$1,037.61	\$43,597,030
8045	St. Louis	Maryland Heights	Fee Fee Road Pavement -- Westport Plaza Dr To Schuetz Rd - Slab Replacement - Diamond Grind	Preservation	\$371,000	\$610,000	\$1,040.83	\$43,968,030
8026	Jefferson	Jefferson County	Little Brennan Road / Meadow Drive -- Little Brennan: MO 30 To Meadow Dr; Meadow Dr: - Little Brennan To New Sugar Creek - Overlay	Preservation	\$164,640	\$205,800	\$1,045.61	\$44,132,670
8094	Franklin	Washington	Third Street -- MO 47 To Jefferson St - Resurfacing - Sidewalk Upgrades (5')	Preservation	\$692,000	\$865,000	\$1,048.14	\$44,824,670
8066	St. Charles	St. Charles County	Hepperman Road, Phase 2 -- Golf Club Dr To MO N - Reconstruction - Shoulders	Preservation	\$1,285,000	\$2,800,000	\$1,074.94	\$46,109,670
8032	Jefferson	Jefferson County	Montebello Road -- US 61-67 To Kimmswick City Limits - Overlay - Rumblestrips	Preservation	\$236,880	\$296,100	\$1,077.77	\$46,346,550
8039	St. Louis	Kirkwood	Geyer Road , Phase 2 -- W Adams Ave To W Woodbine Ave - Resurfacing	Preservation	\$1,251,128	\$1,563,910	\$1,089.50	\$47,597,678
8076	St. Louis	St. Louis County	Eddie & Park Road - 2021 -- Sappington Road To MO 30 (Gravois Rd) - Resurfacing	Preservation	\$1,010,640	\$1,263,300	\$1,113.48	\$48,608,318
8064	St. Charles	St. Charles County	David Hoekel Pkwy, Ph. 2 (Buckner/S Point Prairie) -- 550' W/O MO N To 3500' E/O MO N (Along S. Pt Prairie And - Buckner Rd) - Reconstruction - Realignment	Safety	\$750,000	\$2,155,000	\$1,139.74	\$49,358,318
8010	St. Charles	Dardenne Prairie	Feise Road Sidewalk -- Stonewall Creek Dr To 0.2 Miles East - Sidewalk (5') North Side	Sustainable Development	\$91,760	\$114,700	\$1,185.27	\$49,450,078
8005	St. Louis	Chesterfield	Old Chesterfield Road -- Wild Horse Creek Rd To Baxter Rd - Resurfacing - Replace Culvert - Slab Replacement	Safety	\$1,195,200	\$1,494,000	\$1,203.22	\$50,645,278
8041	St. Charles	Lake Saint Louis	Lake Saint Louis Boulevard, Phase 3 -- Blue Cove Terrace To Spillway Bridge - Reconstruction	Preservation	\$1,275,000	\$2,286,673	\$1,218.41	\$51,920,278
8059	St. Charles	St. Charles	Hawks Nest Drive -- Zumbel Rd To Falcons Way - Reconstruction - Sidewalk (5')	Preservation	\$1,680,000	\$2,100,000	\$1,221.56	\$53,600,278
8079	St. Louis	St. Louis County	Hillsboro Road, Phase 1 - 2021 -- Heritage Valley Dr To St. Louis County Line - Road Realignment - Resurfacing - Shoulders	Preservation	\$1,000,000	\$1,974,900	\$1,248.93	\$54,600,278
8025	Jefferson	Jefferson County	Koner Road -- Romaine Creek Rd To Old State Rt. 21 - Overlay - Rumblestrips	Preservation	\$314,600	\$393,250	\$1,275.31	\$54,914,878
8002	St. Louis	Brentwood	High School Drive Sidewalk -- Manchester Rd To Litzinger Rd - Lighting - Sidewalk (5') On East Side	Sustainable Development	\$534,814	\$668,517	\$1,276.52	\$55,449,692
8016	St. Louis	Fenton	Rudder Rd -- Larkin Williams Rd To 200' E/O Fenton Bus. Park Ct - Reconstruction	Preservation	\$1,204,000	\$1,505,000	\$1,302.39	\$56,653,692
8023	Jefferson	Hillsboro	Business 21, Phase 4 -- Main St To Maple St - Overlay - Two Way Turn Ln - Sidewalk On East (8')	Safety	\$479,125	\$775,221	\$1,305.58	\$57,132,817
8012	St. Charles	Dardenne Prairie	MO N Sidewalk -- Winghaven Blvd To Pierside Dr - Sidewalk(5') On South	Sustainable Development	\$190,976	\$238,720	\$1,352.78	\$57,323,793

Attachment A

Not Recommended for funding - Surface Transportation Block Grant Program - Suballocated

8097	St. Louis	Wildwood	Shepard Rd/Strecker Rd/Valley Rd -- Shepard Rd: MO 109 To Strecker Rd; Strecker Rd: Ellisville - To Kehrs Mill; Valley Rd: Clayton Rd To Strecker Rd	Preservation	\$1,120,000	\$1,400,000	\$1,374.38	\$58,443,793
8043	Franklin	Sullivan	I-44 -- At MO AF/185 - New Traffic Signals - Interconnect	Congestion	\$745,702	\$932,128	\$1,381.84	\$59,189,495
8021	St. Louis	Hazelwood	Phantom Drive Road Diet Project -- Missouri Bottom Rd To Hazelwood Logistics Center Dr - Reconstruction - Rd Diet (4 To 2 Lns) - Sidewalk (6')	Preservation	\$1,931,700	\$2,414,625	\$1,404.57	\$61,121,195
8009	Jefferson	Crystal City	Commercial Avenue -- 275' S/O Brandon Wallace Way To 685' N/O 13Th St - Overlay - Two Way Turn Ln - Sidewalk (8') West Side	Safety	\$642,879	\$1,225,756	\$1,430.18	\$61,764,074
8006	St. Louis	Clayton	S. Central Ave/ Meramec Ave/ Bonhomme -- Meramec: Shaw Park Dr-Maryland; S Central: Shaw Pk - Forsyth; Bonhomme: Brentwood-Hanley - Resurfacing	Preservation	\$1,432,860	\$2,086,674	\$1,467.04	\$63,196,934
8028	Jefferson	Jefferson County	Lonedell Road -- Old State Rt. 21 To Arnold City Limits - Overlay - Rumblestrips	Preservation	\$334,400	\$418,000	\$1,485.99	\$63,531,334
8022	Jefferson	Herculaneum	McNutt Street -- At Providence Way (Near I-55 Sb On/Off Ramps) - Construct Roundabout	Safety	\$786,688	\$1,751,246	\$1,685.35	\$64,318,022
8060	St. Charles	St. Charles	South Fifth Street -- Fairgrounds Rd To South River Rd - Reconstruction - Sidewalk (6') - Shared Use Path(10')	Preservation	\$2,400,000	\$3,000,000	\$1,811.05	\$66,718,022
8063	St. Charles	St. Charles County	David Hoekel Parkway, Phase 1B -- 550' W/O MO N To S/O Bridge Over Peruque Cr (450' N/O - Celtic Way) Reconstruct - Shoulders	Preservation	\$1,300,000	\$4,190,000	\$1,818.25	\$68,018,022
8044	St. Louis	Manchester	Pierremont-Saxony Estates Sidewalk -- Brittany Pkwy: Brittany Pkwy Dr - Auber; Auber: - Miremont - Dauphine; Dauphine: Auber - Woods Mill	Sustainable Development	\$544,200	\$680,250	\$1,867.19	\$68,562,222
8078	St. Louis	St. Louis County	Hanna Road - 2021 -- Big Bend Rd To Valley Park City Limits (Appr 800' S/O Spring - Hill Farm Dr) - Resurfacing - Shoulders	Preservation	\$2,181,680	\$4,210,400	\$1,905.66	\$70,743,902
8058	St. Charles	St. Charles	Duchesne Drive -- West Clay St To Droste Rd - Reconstruction - Sidewalk (6') - Shared Use Path (8')	Preservation	\$2,720,000	\$3,400,000	\$1,964.75	\$73,463,902
8054	Franklin	Pacific	Osage Street Sidewalk -- Payne St To First St - Sidewalk (5') North Side	Sustainable Development	\$703,667	\$879,584	\$2,134.77	\$74,167,569
8035	Jefferson	Jefferson County	Old Lemay Ferry Road -- Arnold City Limits To 600' South Of Old Highway M - Overlay	Preservation	\$738,780	\$1,055,400	\$2,229.81	\$74,906,349
8049	St. Charles	O'Fallon	Hoff Road -- North Of West Terra Ln To Progress Ln West - Reconstruction	Safety	\$1,259,200	\$1,574,000	\$2,513.70	\$76,165,549
8096	St. Charles	Wentzville	West Meyer, Phase 3 -- North Point Prairie Rd To 1000' W/O Lions Ln (At Bridge) - Two Way Turn Ln - Shared Use Path (10') S. Side To Park	Congestion	\$1,265,000	\$5,916,000	\$2,723.34	\$77,430,549
8065	St. Charles	St. Charles County	Duello Road, Phase 3 -- 410' E/O Charity Dr To 500' N/O MO N - Reconstruction - Two Way Turn Ln - Sidewalk (5') East	Safety	\$1,500,000	\$3,240,000	\$3,344.00	\$78,930,549
8051	St. Charles	O'fallon	Paul Renaud Boulevard Extension -- Country Trail Dr To Sommers Rd - Construct New 2 Lane Rd - Shared Use Path	Congestion	\$1,372,000	\$1,715,000	\$3,765.96	\$80,302,549
8014	Jefferson	De Soto	Kingston Street Extension -- S Main St To 125' E/O Dewitt; Dewitt: Kingston To 200' S - New 2 Ln Rd - Rr Xng - Reconstruct S. Main Intersect	Congestion	\$1,039,871	\$1,299,839	\$4,041.50	\$81,342,420
8087	St. Charles	St. Peters	Centennial Greenway, Phase 4 (McClay Rd) -- Mc Clay Village Dr To Stone Meadow Ct - Shared Use Path (11')	Sustainable Development	\$823,686	\$1,029,608	\$5,167.79	\$82,166,106
8050	St. Charles	O'Fallon	I-70 South Outer Road -- 960' W/O Woodlawn Ave To 400' W/O MO K - New One-Way Outer Rd - Woodlawn Overpass U Turn	Congestion	\$1,593,032	\$3,982,580	\$5,260.34	\$83,759,138
8011	St. Charles	Dardenne Prairie	Henning Road Trail Reconstruction Project -- Weldon Spring Rd To McCluer Rd - Shared Use Path (8') On East	Sustainable Development	\$646,660	\$808,325	\$5,461.52	\$84,405,798
8057	St. Charles	St. Charles	Clark Street -- Kingshighway St To N Second St - Resurfacing - Shared Use Path (8') Both Sides Lighting	Preservation	\$4,000,000	\$5,000,000	\$5,476.06	\$88,405,798
8013	St. Charles	Dardenne Prairie	Weldon Spring Road -- Technology Dr To Fieldstone Farms Dr - Two Way Turn Lane - Roundabout- Reconstruct	Safety	\$3,075,520	\$7,688,800	\$6,891.34	\$91,481,318

Not Recommended for funding -Incomplete application

8070	Franklin	St. Clair	Commercial Ave And Kitchell Ave -- Kitchell: Main -Commercial; Commercial: Bader - City - Hall Entrance - Twtl On Commercial - Resurfacing	Safety	\$493,935	\$709,106	-	\$91,975,253
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Not Recommended for funding - Equity amongst municipalities - No more than one project per municipality

8062	St. Charles	St. Charles	Truman Road, Phase 2 -- Point West Blvd To Norfolk Southern Railroad Bridge - Reconstruction - Sidewalk (5') - Shared Use Path (10')	Preservation	\$1,000,000	\$3,500,000	\$485.28	\$92,975,253
8008	St. Louis	Creve Coeur	Mosley Road, Phase 1 -- Ladue Rd To Mosley Acres Dr - Resurfacing	Preservation	\$425,000	\$818,000	\$559.32	\$93,400,253

Attachment B

FY 2018-2021 Transportation Improvement Program (TIP)
CMAQ Project Submittals (Ordered by Cost-Effectiveness)

ID No.	County	Sponsor	Project Title -- Description	Metric Tons NOx Reduced	Metric Tons PM 2.5 Reduced	Metric Tons HC Reduced	Federal Total	Total Cost	Fed \$/Emissions Reduced per \$1 million	Cumulative Federal Cost
Recommended for funding - Congestion Mitigation and Air Quality Improvement Program										
8204-18	Multi-County-M	Jefferson County Port Authority	Marine Vessel Engine Repower - 2018 (B) - Repower Three Marine Vessels Serving Mississippi - River In Non-Attainment Area - 2 Ferries (Golden Eagle, Eagle II) - 1 Towboat (Massman Skip)	0.0304415	0.0016470	0.0011145	\$663,306	\$871,883	\$42.04	\$663,306
8208-19	St. Louis	MoDOT	MO 180 - I-270 To Pennridge Dr - Dual Left Ln At Pennridge - Channelization	0.0000129	0.0000005	0.0000073	\$69,480	\$86,850	\$6,892.35	\$732,786
8200-19	St. Charles	St. Charles County	Gateway Green Light, Phase 6 - Various Rds In St. Charles Co - PTZ Cameras, Travel - Time Detectors, Fiber, Atms, Signal Optimizations	0.0003752	0.0000147	0.0001462	\$1,955,171	\$2,443,965	\$7,499.11	\$2,687,957
8210-19	St. Louis	MoDOT	MO 364 - At MO 141 - Dual Left Turn At Wb Off Ramp - Dual Lft/Rt Turn Ln On Eb Off Ramp & Extend Merge	0.0003732	0.0000156	0.0002117	\$2,240,358	\$2,800,447	\$7,660.07	\$4,928,315
8212-18	Multi-County-M	MoDOT - Citizens For Modern Transit	Moving The Right Way Ridership Program - St. Louis City And County - Two Year Outreach Program - Transit Incentive Program	0.0000937	0.0000029	0.0000182	\$483,039	\$603,799	\$8,630.47	\$5,411,354
8218-18	St. Louis	St. Louis County	2019 ITS Advanced Detection Improvements - 47 Intersections Throughout North And Central - County	0.0001132	0.0000153	0.0000791	\$613,040	\$766,300	\$6,375.48	\$6,024,394
8207-19	St. Louis	MoDOT	MO 141 (NB) - At MO 364 - Lengthen Right Turn Lane To Eb/Wb MO 364 Ramp	0.0001145	0.0000048	0.0000649	\$1,060,750	\$1,325,938	\$11,827.81	\$7,085,144
8201-19	St. Charles	St. Charles County	MO 94 - I-70 To Portwest Dr - Intersection Improvements - Signal Optimization	0.0000250	0.0000026	0.0000318	\$466,459	\$583,073	\$16,410.20	\$7,551,603
8206-18	St. Louis	MoDOT	I-270 North Reconstruction Motorist Assist - I-270: I-70 To MO H; Us 67: I-270 To Ms River; - MO 367 : Us 67 To I-270; MO Ac: Us 67 To I-270	0.0000495	0.0000021	0.0000281	\$572,128	\$715,160	\$14,756.19	\$8,123,731
8221-20	St. Louis	St. Louis County	Berry Rd - At Big Bend - Intersection Improvements	0.0000385	0.0000016	0.0000219	\$521,920	\$824,400	\$17,279.46	\$8,645,651
8202-19	Multi-County-M	Bi-State Development Agency/Metro	Bus Replacement - 2019 (A) - Replace 11 Buses	0.0004082	0.0000028	0.0000000	\$4,000,000	\$5,000,000	\$19,598.59	\$12,645,651
8203-19	Multi-County-M	Bi-State Development Agency/Metro	Bus Replacement - 2019 (B) - Replace 11 Buses	0.0004082	0.0000028	0.0000000	\$4,000,000	\$5,000,000	\$19,598.59	\$16,645,651
8217-18	St. Louis City	St. Louis	Jefferson Avenue - Market St To Natural Bridge Ave - Replace Traffic Signals - Signal Interconnection	0.0001242	0.0000110	0.0000998	\$2,576,000	\$3,220,000	\$23,000.90	\$19,221,651
8211-19	St. Charles	MoDOT	MO N - At MO Z - Construct Dogbone Roundabout	0.0000501	0.0000021	0.0000284	\$1,534,000	\$2,074,000	\$39,068.75	\$20,755,651
8222-18	St. Charles	St. Peters	Salt River Rd - At Arrowhead Industrial Blvd - Intersection Improvements - Replace Signal	0.0000058	0.0000002	0.0000033	\$621,172	\$776,466	\$136,476.23	\$21,376,823
8216-20	St. Louis City	St. Louis	7th Street - Washington Ave To Walnut St - Replace Traffic Signals - Signal Interconnection	0.0000046	0.0000003	0.0000039	\$720,000	\$1,000,000	\$169,013.73	\$22,096,823
Not recommended due to funding constraints - Congestion Mitigation and Air Quality Improvement Program										
8215-19	St. Charles	St. Charles	Veterans Memorial Pkwy - At Regency Parkway - Construct Right Turn Lane	0.0000008	0.0000000	0.0000004	\$113,600	\$142,000	\$191,367.58	\$22,210,423
8213-19	St. Charles	St. Charles	Boschertown Rd - At Fox Hill Rd / Charlestowne Village Dr - New Traffic Signal	0.0000007	0.0000000	0.0000004	\$275,200	\$344,000	\$517,671.99	\$22,485,623
8219-18	St. Louis	St. Louis County	2019 North County ITS - Various Locations Along: Midland, Vernon, Olive - Kingsland, Brentwood, Eager, And Hanley Rd	0.0000001	0.0000001	0.0000011	\$1,194,480	\$1,493,100	\$1,952,215.72	\$23,680,103
Not recommended - Emissions increase										
8220-18	St. Louis	St. Louis County	2019 South County ITS - Var. Locations Along: Bapt. Church, Lindbergh, Heege, Ripa - Sappington, Butler Hill, Forder, Baumgartner, Lemay Ferry	-0.0000159	0.0000006	0.0000138	\$1,255,360	\$1,569,200	-\$1,203,477.64	\$24,935,463
Not recommended - Project limits near recommended STP-S project										
8209-19	St. Louis	MoDOT	MO 340 - N Spoede Rd To Old Olive Street Rd - Extend Left Turn Lane Bays	-	-	-	\$792,000	\$1,080,000	-	\$25,727,463
Not recommended - Project does not serve PM₁₀ maintenance or non-attainment area										
8205-18	St. Louis	Jennings	Street Sweeper Replacement - Replace Two Street Sweepers With One Street - Sweeper	-	-	-	\$195,224	\$244,030	-	\$25,922,687
Not recommended - Project not eligible for funding per FHWA review										
8223-19	St. Louis	Wildwood	MO 109 - MO 100 EB On/Off Ramp To Cambury/Hawthorne Village - Construct Roundabout At 100 - Right In/Out Cambury/Hawthorne	-	-	-	\$1,520,000	\$1,900,000	-	\$27,442,687
8214-20	St. Charles	St. Charles	MO 94 - MO 364 To Portwest - Interchange Revisions At Muegge - And Hemsath - Closure Of Access At Portwest	-	-	-	\$1,500,000	\$17,400,000	-	\$28,942,687

Attachment C - Summary of Public Comments

Sponsor	Subject	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?	From
Byrnes Mill	Comment on TIP 8004-20, UPPER BYRNES MILL ROAD, PHASE 1	Yes	I support this project.	The road is narrow, is dangerous when walked and makes getting to the park hard unless you drive.	This project will promote health and welfare to all citizens.	@reagan.com
Byrnes Mill	Comment on TIP 8004-20, UPPER BYRNES MILL ROAD, PHASE 1	Yes, I live and work in the community.	I support this project.	It would create safer roads for vehicles as well as for foot traffic. Right now pedestrians walk in the road as there is not a shoulder, ditches only on each side of the narrow roads.	Currently pedestrians walk on the narrow road as there is not a shoulder. There are deep ditches only on each side of the road. This would also promote a healthy lifestyle.	@byrnesmill.org
Chesterfield	Comment on TIP 8005-19, OLD CHESTERFIELD ROAD	No, live near	No.	I feel Chesterfield has a significant city tax base that can be utilized to fund this improvement.		@cityofwildwood.com
Creve Coeur	Comment on TIP 8007-21 FERNVIEW	Yes	Support-The road is in rough shape and will only get worse	Pavement deterioration		crevecoeurmo.gov
Creve Coeur	Comment on TIP 8008-20, MOSLEY ROAD, PHASE 1	Yes	Support	Badly needs improvements, especially with the pavement width		@crevecoeurmo.gov
Creve Coeur	Comment on TIP 8008-20, MOSLEY ROAD, PHASE 1	Yes	Support	We need better pedestrian walkways	It would be helpful if the traffic signal on Mosely and Ladue could revert to a flashing red after 8pm. That intersection is a time waster after the business folks go home, but we residents still and wait mostly for nothing and there is no right turn on red allowed.	@landspeedproductions.biz
Creve Coeur	Comment on TIP 8008-20, MOSLEY ROAD, PHASE 1	Yes	Support	I live there	Road in need of repairs	@icloud.com
Creve Coeur	Comment on TIP 8008-20, MOSLEY ROAD, PHASE 1	yes	I support the project, subject to proviso below	This is one of the worst paved roads in the County	Lots of water runoff is deposited on properties below Mosley near Ladue Road. This needs to be addressed.	@sbcglobal.net
Creve Coeur	Comment on TIP 8008-20, MOSLEY ROAD, PHASE 1	yes	support	road was a failed project 15 years ago and city took action. Emergency vehicles have major problems due to waves and undulation in roadbed.base is dirt in many places.mayor says road is major embarrassment to the city		@gmail.com
Festus	Comment on TIP 8017-20, 3RD STREET SIDEWALK	Yes, I have lived in this area 50 years	No should have been done when I was in school and had to walk to school because I lived to close for the bus to pick me up and my grandchild will be starting school in a couple of years.		Sidewalks should also be considered on Benton Dr., park Dr and N 5th street	@yahoo.com
Festus	Comment on TIP 8017-20, 3RD STREET SIDEWALK	Yes, have lived here 29 years.	We support this project	It will improve the neighborhood. Also, N. 3rd is used a lot by school kids walking to/from school-- it will be great if they can use a sidewalk instead of the street. And, it will definitely help delineate parking on the street, especially when there are events at FHS stadium.	Glad to see this happen. Wish it could happen sooner than 2020!	@sbcglobal.net
Festus	Comment on TIP 8017-20, 3RD STREET SIDEWALK	We live at 1209 N. 3rd St. Festus, MO 63028	We support this project. We like that it going to be done but are hoping it would begin sooner than 2020	Our yard goes down a small hill to the street. Would a retaining wall have to be put in to avoid dirt from washing over the sidewalk? If a wall has to be built, who will pay for it, us, the grant or the City of Festus. We want the improvements regardless of the wall. What is the expected duration of construction? Also, we have a corner lot that wraps around to Park Ave. Will the sidewalk wrap around the corner for a short distance?	Thank you for sending this. Looking forward to have our safety issues considered on our street.	@charter.net
Jefferson County Port Authority	MARINE VESSEL ENGINE REPOWER 8204-18			We operate the Calhoun Ferry Company that crosses the Mississippi River from St. Charles Mo. to Calhoun County Illinois. We are the only crossing between the two states from Louisiana Mo. down to Alton IL. We're a small family owned business that does not get any subsidies from local or state governments. The toll that we charge is the only income we have. Without your Federal grant program we would not be able to upgrade to the new environmentally friendly tier 3 engines. We do most of our engine overhauls ourselves to save money. The only other way to repower our vessels would be to raise rates and that is the last thing we want to do. We cross several hundred vehicles a day. The cost is already at a level that if we raised rates again the commuters may choose to drive around which in turn would put them on the highways for several more hours per week. We want to thank you for considering our Company for this grant.		Denise Knight
Jefferson County Port Authority	MARINE VESSEL ENGINE REPOWER 8204-18			Boat owners... without Federal Grants many would not be able to afford the expensive repower. With the upgrade to the boats in the program we extend the life of a valuable asset that may otherwise go out of service. • Marine Highway... Quite simply the most efficient intermodal means of traffic. Without the Highway the country would be in serious problems. Without the boats to service the Marine Highway, it would not function. • Local economy... St. Louis Metro is a major cog in the Marine Highway network. Some statistics show that every Marine Highway job creates 7-8 additional related jobs. • Environment... It is an established fact that the repower of a marine tow boat is the most cost effective means to reduce air pollution and improve the environment. Just the health benefits alone from reduction of PM2.5 from one boat repower to Tier 3 will save over \$5,000,000 in health related cost over the life of the engines. That is a pretty good investment!		@comcast.net
O'Fallon	Comment on TIP 8050-19, I-70 SOUTH OUTER ROAD	Yes	support	This continues the 1st phase of I-70 outer road project and improves the flow of traffic just west of that first project's limits. The first phase project will not provide a good I-70 west bound access point but this project would make it work. It will also provide a new south outer road where it doesn't exist today for a better road network.	Awesome project!	@ofallon.mo.us
O'Fallon	Comment on TIP 8050-19, I-70 SOUTH OUTER ROAD	Yes	I support this project	I believe that it would help traffic in a very congested part of town.	I think this project should happen sooner than 2020	@ofallon.mo.us
O'Fallon	Comment on TIP 8050-19, I-70 SOUTH OUTER ROAD	Yes	I fully support this project.	Roadway improvements.	It's a great project.	@ofallon.mo.us
O'Fallon	Comment on TIP 8050-19, I-70 SOUTH OUTER ROAD	yes	support	Maintain traffic flow	Great project	@ofallon.mo.us
O'Fallon	Comment on TIP 8050-19, I-70 SOUTH OUTER ROAD	Yes	I fully support and this is an absolute must have	This Road/U-turn is vital to making the I-70 Outer Road project be successful. Without it the project will not in my opinion have a favorable public response. Texas U-Turns are an absolute must to make these roads work.		@flightsafety.com
O'Fallon	Comment on TIP 8050-19, I-70 SOUTH OUTER ROAD	Yes	Fully support the project	Improve access and traffic flow		@ofallon.mo.us

Attachment C - Summary of Public Comments

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O'Fallon	Comment on TIP 8052-19, WINGHAVEN BLVD	Yes	I fully support this project. This North South connector is a vital Arterial Roadway that provides motorist a connection between Interstate I-70 and I-64. The amount of traffic that this roadway carries is extremely important to the City, surrounding Cities and County as a whole. This roadway is beginning to age and will need repairs in the upcoming years. ADA improvements would also be beneficial as many pedestrians utilize the path and sidewalks on a daily bases.	Need to maintain this vital roadway in good condition	Great Project	@ofallon.mo.us
O'Fallon	Comment on TIP 8052-19, WINGHAVEN BLVD	Yes	I support this project	It is good to include alternative modes of transportation into projects. This project has the potential to improve fitness among the citizens who utilize the pedestrian facilities	It the maintenance needs to happen before 2021 it should happen quicker that would also allow for the Citizens to start using the pedestrian features related to this project.	@ofallon.mo.us
O'Fallon	Comment on TIP 8052-19, WINGHAVEN BLVD	Yes	I support this project.	To keep roadways in good condition!	Good project.	@ofallon.mo.us
O'Fallon	Comment on TIP 8052-19, WINGHAVEN BLVD	yes	support	Public safety	Great project	@ofallon.mo.us
O'Fallon	Comment on TIP 8052-19, WINGHAVEN BLVD	yes	Support. The pedestrian facility is needed	Installation of pedestrian improvements at several points along the road, including ADA ramps, sidewalks and curb repairs are needed because of the pedestrian traffic in the area.	Great project!	@amerigas.com
O'Fallon	Comment on TIP 8051-19, PAUL RENAUD BOULEVARD EXTENSION	yes	yes	Extension from Paul Renaud Blvd. from Sommers Road to Country Trail Drive is needed, and a traffic light is needed for flow and safety.	Great Project!	@amerigas.com
O'Fallon	Comment on TIP 8051-19, PAUL RENAUD BOULEVARD EXTENSION	Yes	I support this project	It is good to incorporate alternative methods of transportation into transportation projects. This has many benefits to the Citizens of this community.	This project should happen quicker than 2020	@ofallon.mo.us
O'Fallon	Comment on TIP 8051-19, PAUL RENAUD BOULEVARD EXTENSION	Yes	I support.	To relief congestion and help roadways.		@ofallon.mo.us
O'Fallon	Comment on TIP 8051-19, PAUL RENAUD BOULEVARD EXTENSION	yes	support	Safety	Great project	@ofallon.mo.us
O'Fallon	Comment on TIP 8051-19, PAUL RENAUD BOULEVARD EXTENSION	yes	Support.	This will extend the road to Sommers. Currently you have to take residential roads along busy driveways to get to the current end of PRB. PRB is designed as a collector road better to handle the volume. This would be safer for the residents as it would shift the traffic away.	Looking forward to this.	@ofallon.mo.us
O'Fallon	Comment on TIP 8049-19, HOFF ROAD	Yes	I support this project.	It is a narrow road with no place to pull over for an emergency. It also seems to carry a lot of large trucks in this narrow space.	This is a needed safety improvement.	@ofallon.mo.us
O'Fallon	Comment on TIP 8049-19, HOFF ROAD	Yes	I support the project.	Keep roadway in good condition.	Need safe roads.	@ofallon.mo.us
O'Fallon	Comment on TIP 8049-19, HOFF ROAD	yes	I fully support this project	Need to maintain roadway, so vehicles quit running off road.	Safety hazard that needs address ASAP	@ofallon.mo.us
O'Fallon	Comment on TIP 8049-19, HOFF ROAD	Yes	This is a very needed project. That road needs major update. SAK is a vital, growing Corporate partner with the region and better access to their facility along with the other businesses and transfer station are needed.			@flightsafety.com
O'Fallon	Comment on TIP 8049-19, HOFF ROAD	Yes	I support this project. This road is aging and has safety concerns.	Safety	Great Project!	@amerigas.com
O'Fallon	Comment on TIP 8049-19, HOFF ROAD	Yes	Fully support this project	This stretch of road is in bad need of upgrades that would be provided by this project. I have personally witnessed numerous vehicles in the ditch along this road as it is very narrow and had no shoulders. There is a heavy concentration of large trucks using this road that is located near significant industrial areas where heavy trucking is prominant.	As mentioned above this area is a safety concern and needs addressed ASAP.	@ofallon.mo.us
O'Fallon	Comment on TIP 8049-19, HOFF ROAD	Yes.	Support. I am concerned about there being no shoulders and roadside ditches, ad a tight 90 degree curve that is mixed in with industrial zoned buildings.	Improve the roadway for a safer road.	Looking forward to this project as it has been needed for a long time.	@ofallon.mo.us
Olivette	TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes	Support	Improvements to the culvert and road are badly needed. Will complete Dielman Rd improvements on the portion of Dielman Rd owned by Olivette Will compliment recently completed Old Bonhomme Rd improvement, including connecting ADA compliant sidewalks Will compliment expected St Louis County improvements on Dielman North of Olive within Olivette Anything else you'd like us to consider or comments you'd like to share about this project?	No	@gcarl.net
Olivette	TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes	I strongly support this project	1- The roadway is definitely in need of repair. Its current condition makes it less than safe for cyclists and in inclement weather makes it more difficult for cars to stop or turn on the broken up surfaces 2- The sidewalks need repair 3- This will help make it safer and easier for both pedestrians, runners and cyclists to reach the Dielman walking path and in general navigate this part of our city without using a car	The better our roads and in particular our sidewalks the safer it is for our residents (including those with strollers or small children) to enjoy our city and use its resources such as our parks or our local businesses	@hotmail.com
Olivette	Comment on TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes	I support the project and I hope eventually the project can continue north of Olive	To keep all of Dielman in good condition in Olivette, especially now with our new City Hall along Dielman		@mac.com

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Sponsor	Subject	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?	From
Olivette	Comment on TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes, I have lived in Olivette since 1971.	I support the project.	I like to walk and bicycle in Olivette. Currently, biking south on Dielman from the bike path is dangerous. The road is too narrow for safe biking. Also, the road surface is awful, and cars swerve to avoid the potholes.		gmail.com
Olivette	Comment on TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes	I fully support this project.	As the Mayor of Olivette, I believe creating a better, safer driving surface on a collector road such as Dielman is important, not only to Olivette, but to the region as a whole. In addition, new curbs and gutters will help water flow and storm management, which is of great importance to Olivette, MSD and the region. Lastly, improving pedestrian access for all residents, via ADA compliant sidewalks, makes the City of Olivette more walkable and provides value to the community that is immeasurable. Dielman Road, one of three collector roads in Olivette, connects the cities of Olivette and Ladue with Olive Blvd to the North and Ladue Road to the South. This important road will be greatly benefited by this grant.	Awarding this grant will allow the City of Olivette to complete Phase II on Dielman Road. While each phase is important in its own right, it is vital to our city to complete the entire length of Dielman Road.	@gmail.com
Olivette	Comment on TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes, I am a resident.	I support the project.	Dielman Road represents a key north south link between Olivette and the surrounding townships. The section of road is a key transportation route for both residential and commercial traffic, providing access for residents and others to enter and egress the area to access the school that is located nearby as well as the commercial properties on Olive Blvd and beyond, and access to Ladue Blvd to the south and towards grocery stores, gas stations, and other essential services. Dielman also represents a key road for Olivette residents to have access to the public buildings, located just west of where Dielman connects with Olive, and in return fire and police services frequently the road as the fastest response route into the neighborhood from their station/offices. Additionally, we see commercial delivery traffic and through traffic from non-residents using the street, as well as daily commuters, so the road is in frequent use; you would thus be putting your grant dollars to good use. Regarding sidewalks, the path that branches off from Dielman is a key feature of the	The roads and neighborhoods surrounding this street are also being updated, so from a continuity of city planning and maintenance, it makes sense to shore up the foundations of the main streets (such as Dielman) now so as to assure that any potential weaknesses caused by age, wear and tear, and weather do not cause damage or foundational issues with the connecting streets, circles, and private drives. The community as a whole is taking these initiatives seriously and is seeking to repair and update their streets, so it makes the most sense to do Dielman at this time rather than at a later date or year	peabodyenergy.com
Olivette	Comment on TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes	Support ours is an olde community with many senior citizens. We like to walk for exercise. Sidewalks are few and many are narrow. For safety and convenience, we need this project.	I walk the area and am a senior citizen.	This would be a valuable asset to the community.	@att.net
Olivette	Comment on TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes, I live in the community.	I support this project. My husband runs this area and having a wider sidewalk is a safety asset.			@charter.net
Olivette	Comment on TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes	No	Walkability	I've lived in this location since 1958. I'm handicapped and look forward to getting out.	@att.net
Olivette	Comment on TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes live and work	Yes I support	I live and walk the area and the improvement are needed	No	@att.net
Olivette	Comment on TIP 8053-20, DIELMAN ROAD, PHASE 2	Yes – Both Live and Work	We Strongly Support This Project.	There is a small paved shoulder along both sides of Dielman Road (south of Old Bonhomme Road). On the West side of Dielman Road the shoulder is basically a drainage ditch, on the East Side there is overgrown vegetation and impassable on the shoulder. Dielman which is a narrow two (2) lane road, and while walking along the road if a vehicle passes, and the vehicle does not cross over the center line they come uncomfortably close to the pedestrians they are passing. The vehicle can only cross the center line if a vehicle is not coming in the other direction.	Is it possible to start construction before 2020?	@jenovack.com
St. Clair	Comment on TIP 8070-20, COMMERCIAL AVE AND KITCHELL AVE	Yes, live and work	I support	Because there is a bottleneck at this intersection every day and furthermore it is dangerous trying to make a left off Kitchell.		@house.mo.gov
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	I support this project	This bridge is a major thoroughfare for residents to access SLUH, Midtown, HWY 40, Downtown and many other great locations.	A pedestrian friendly bridge between SLUH and the nearby communities to the south would be a major plus for development	@sachsco.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	I support this project!	It is an important N/S corridor giving access to the Grand/SLU/Locust business areas.	Make it happen!	@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	I work in the area and live nearby	I very much support this project	I travel to work via this bridge on a daily basis The bridge is in serious decline I fear this bridge is unsafe at times This bridge provides direct access to Forest park parkway and Interstate 40/64		@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Support	The bridge is in terrible condition. Its potholes and uneven surfaces make it hard to drive on.	I'd like to see bike lanes added if possible.	@thecollegeschool.org
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes, I use this route daily in the 3 mile drive between my home and work in the city.	I support this project.	I drive this route daily. The road has potholes over nearly every inch of the surface. Some areas are so bad metal plates have to cover it. Patches for the potholes have to occur every month driving up costs for the city. Cyclists and motorcyclists cannot safely ride on the road due to the dangers from the surface. The pedestrians also cannot walk safely. Chunks of sidewalk are missing with rebar exposed. This is especially dangerous as many college students walk this route en route to athletic training.	This bridge has been neglected for many years, likely decades. It goes over a public rail and freight rail and if the bridge deteriorates more I worry they could damage rail lines. This area is also a gateway to a heavily used tourist spot, the Chaifetz Arena. Guests to our city see it and judge the city by its poor upkeep.	@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Strongly Support.	The bridge deck on the Compton overpass has needed work for years. It has become impossible to avoid the potholes, as they are everywhere. It is by far the worst stretch of road I have seen in the city.		@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Live	Support	Use the route everyday and the ride is horribly bumpy.		@yahoo.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes		Please replace this bridge. It is a mess!!		@claytonschools.net
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes, I work in the area.	I fully support this project.	As a commuter that uses this bridge daily to get to and from work for the last 18 years I have seen the deterioration of this bridge. I see runners from SLU using this bridge and wonder how they don't get hurt with the sidewalk slowly degrading to the point of seeing the rebar becoming exposed. The potholes have		@charter.net
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Support	This bridge is dangerous to both drivers, cyclists and pedestrians. Considering this bridge connects SLU to a high density residential area, this bridge deserves a safe pedestrian passage way. And the pot holes are some of the worst I've ever seen.	Please fix this bridge.	@gmail.com

Attachment C - Summary of Public Comments

Sponsor	Subject	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?	From
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Strongly support	This bridge has been badly deteriorated for many, many years. I have lived in the neighborhood for over 30 years and it has been a problem almost the whole time. Sidewalks are too narrow and badly deteriorated as well. Dangerous walking and biking. Constant patching for potholes does not address the terrible condition of the road bed.	Traffic counts have increased significantly on Compton Ave. as more and more commuters are using Compton as a major north/south connector as an alternative to Jefferson or Grand.	@sbcglobal.net
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	I support it. My only question is: What land needs to be acquired for it?	The bridge is in horrible condition. This stretch has been closed twice, for long periods of time, for work at either end, but never got fixed, itself. It's getting desperate.	I hope you will give this the priority attention it deserves.	@DanKlarmann.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Strongly support.	On a normal day, my family crosses this bridge six times. It's a major connection point, and it's the worst bit of infrastructure we encounter on a regular basis. Pot holes are patched and re-patched constantly. We literally hold our breath during several stretches, hoping to make it with all our hubcaps. Long-overdue.		@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes, live and work. It is my route to and from work Monday through Friday.	I support this project. The ridge is terrifying to drive over.	There are many potholes that are filled multiple times a year. The sidewalk is crumbling. A lot of the bridge is just metal plates covering big holes.	This bridge needs to be replaced sooner rather than later.	@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	I support this project	This bridge is dangerous and is always being patched. Large potholes lose patching that is then an obstacle in the roadway causing people to swerve. We need a long term solution, not a short term fix.	Please help!	@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Support	A heavy amount of traffic goes over Compton Ave bridge. Even more so when Grand Ave bridge was under repair. This past winter the bridge got much worse and became quite dangerous. Quick fixes are not a long term solution.	Needs help soon	@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Support - bridge is primary way out of neighborhood to central corridor and 64/40 highway. In terrible condition	I drive or ride my bike on Compton bridge almost daily. It's almost unrideable by bike - have crashed before - and terrible to drive on.	Please replace Compton bridge.	@stlouis-mo.gov
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes. I live in Tower Grove East and travel Compton Bridge every day to reach our day care provider.	This project should be a priority even before 2018. This bridge is in the worst state I've seen across the city. I question whether it's safe to last even past 2017.	There are massive potholes. There are metal manhole covers dotting the lanes. There are crumbling sidewalks. The drive is a shock/strut killer. The City hasn't even put temporary pavement fixes to alleviate the holes and bumpy rides.		@flystl.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	If this is the Compton bridge between Chouteau and Spruce, yes	Support	The bridge deck is filled with potholes. And it is impossible to cycle on. Sidewalk, for walking, is also a disaster	Please add a bike lane	@uccc.org
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	I support this project wholeheartedly. PLEASE FIX THIS BRIDGE.	The Compton bridge is in terrible shape. It is almost unusable for cars at this point (I am afraid to drive on it as it does not look even remotely safe to travel across by car); and is completely unsafe for bicyclists at this time.	Please please please fix this bridge. I have never seen a bridge in such disrepair that is still open for travel. It is truly scary. I am afraid to travel over it in any method (car, bike, etc).	@icloud.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Support 100%	The bridge deck is in terrible condition. I can only imagine what conditions lie below the deck. My suspension can't take much more. I drive over this bridge twice a day.		@att.net
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes - I live in Tower Grove East	I very, very strongly support this project.	This bridge is a main connection between my neighborhood and other parts of the metro area. I use it to get to Forest Park Parkway or Highway 64/40 which I take to work, visit family, and get to other activities. I drive on it multiple times a day as do many others who live and work in this area. It is always full of cars during the morning and evening commute times. It is in terrible shape and has been for years. The attempts at repairing the surface do not last more than a couple of weeks - then it returns to a pothole riddled mess. A replacement is necessary to keep this important bridge safe and functional.	I appreciate your soliciting community input.	@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	I support the project	The bridge has needed replacement for many years. Work done a few years ago left it looking the same. It is a major north south street & alternative to Grand Blvd that is used by my family every day.		@norahryan.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Support	The bridge is part of a main thoroughfare and has convenient access to highway 64/40. The bridge has regularly had repair work that has quickly gone bad and returned it to its tarnished state. It needs to be completely redone in order to be safe and in condition for the amount of traffic it sees.	I believe this project is integral to rebuilding the infrastructure of this community in St. Louis. Thank you for your consideration of funding this project.	@gmail.com
St. Louis	Comment on TIP 8056-19, COMPTON AVENUE BRIDGE	Yes	Yes	I use the bridge 2-3 times a week and the deck surface is degrading quickly and poorly. Large chunks of concrete break off from the curbing causing hazards to pedestrians, bicyclists, and motorists. The bridge is heavily used (also by BiState buses and vans) and should be considered a top priority for repair in St. Louis City.	With increased traffic from both the Grand Avenue bridge construction and the Kingshighway Bridge construction, Compton Bridge sees a lot of use. There is damage being done to personal vehicles in terms of tires and suspensions as well as health threats from broken concrete and unsafe driving conditions	@hotmail.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	Support	Hillsboro Rd. is the only access to my neighborhood and several others. A recent study by engineering consultant firm CH2M HILL concluded this winding, hilly and narrow county road is traveled daily by an average of 4,000 vehicles including 7+ school buses as well as large trucks using the road as a route between Hwy 30 and I-44. This road has many challenges that residents and bus drivers struggle with daily, such as a narrow steep hill without shoulders (one side has a cliff drop off and hillside on the other), blind curves & humps, and narrow lanes without shoulders. Many commercial and some larger personal vehicles are forced to drive over the center line due to space constraints. This is very dangerous considering the lack of shoulders and abundance of blind curves and humps that provide no room or time for defensive driving maneuvers by oncoming traffic.	The proposal to straighten, remove humps, add shoulders and resurface the section of Hillsboro Rd. in the project description would be a great start to begin the improvements desperately needed on Hillsboro Rd.	@kcballeyrealty.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	Support	Safety. There is no shoulder or guard rails. Holes in road that need repaired. Sides of road falling off in chunks. This road has become very busy and needs attention asap.		@sbcglobal.net

Attachment C - Summary of Public Comments

Sponsor	Subject	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?	From
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	SUPPORT	I drive this road every day, as do my 2 teenage children. Hillsboro road is treacherous for even the most experienced driver during the best weather conditions. Newscasters have deemed Hillsboro Road as being in the top 10 most dangerous roads in St. Louis County during inclement weather. The road is crumbling and eroding in many spots. Due to the lack of shoulders, many frightened drivers cross the center line and drive down the center of the road. The times I have nearly been hit by these drivers is too numerous to count. This road is a cut through between Hwy 30 and Interstate 44. Hundreds of cars travel this road daily, thereby increasing the dangers.	Please, allocate funds to repair this road.	@yahoo.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	no		Hillsboro Rd., is one road that I travel for business and personal and I have many friends that travel or live off of this road as well as there is not enough time to share the cost of one Dad's loss of a daughter when a road and awareness is not applied. A recent study by engineering consultant firm CH2M HILL conclude this winding, hilly and narrow county road is travel daily by an average of 4,000 vehicles including 7 plus schools buses as well as large trucks using the road as a route between Hwy 30 and I-44. This road has many challenges that residents and bus drivers struggle with daily such as a narrow steep hill without shoulders. Many commercial and some larger personal vehicles are forced to drive over the center line due to space constraints. This is a very dangerous considering the lack of shoulders and abundance of blind curves and humps that provide no room or time for defensive driving maneuvers by oncoming traffic.	This proposal to straighten, remove humps and shoulders and resurface the section of Hillsboro Rd. can and will save lives. As the founder of kmafoundation.org and chairman of the a grass roots initiative One Curve At A Time we have pay the price when a road has not been corrected and we also have seen the results and have the statics going from 2011 to 2015 where we know that Hwy FF in Jefferson County has drop there fatalities from many prior to 2011 including Kaela Marie Archambault and others to zero since sept 11, 2011, when this group started bringing the awareness to improve a similar dangerous road like Hillsboro road. From many disabling accidents prior to 2011 and 4 in the year of 2011 with in this same period to zero in 2015 as well as zero fatalities and disabling accidents in 2016 to our knowledge. Hwy FF has reap the benefit of going from 22 lost control accidents in 2011, 14 in 2012, 10 in 2013 5 in 2014 the year of construction to 1 in 2015 the following year of improvement of this road. This is apx a 99% improvement on this road in these three category's , as many facts show many lives have been saved, many costly disabling accidents no longer are costing the system both friends and families as well as personal damage cost to the state, county and community. There is no bank that gives a 1.8 million dollar investment that gives this kind of return on our investment in saving lives.	@archiecomm.com
St. Louis County	Comment on TIP8079-21,HILLSBORO ROAD, PHASE 1- 2021	Yes	Support	With the lack of ample space on the roadway(no shoulders, blind curves, elevation changes, and narrow lanes), it only takes one miscalculation or mistake to create a very dangerous situation on this roadway. Traffic has increased with more residents and more traffic from Hiway 30. When coupled with the incessant rush-rush of society, this creates a flow of traffic which speeds and tail-gates. Couple this with more new teenage drivers, school buses, construction traffic, and commercial vehicles and you have a very volatile recipe for disaster. Phase 1 is a great beginning which needs to happen sooner rather than later, and, be followed by Phase 2,3,4,5 until the entire roadway is corrected	I only hope that this beginning to the improvement of Hillsboro Rd comes in time. We need to avoid the imminent danger of a serious accident which could include injury and/ or death on this roadway. I have witnessed too many near misses over the past seven years.	@ymail.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	SUPPORT	This road is dangerous and with the amount of traffic on this road growing every year it is only an invitation for more wrecks involving injuries and fatalities. This road is just "asking for trouble"	Please consider widening the road where possible, and putting up guard rails where widening is not an option.	@luptonchapel.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	Support	The road is extremely dangerous with blind curves, hills and no shoulders. The area around the road continues to develop with new housing growing exponentially, the increased traffic causes even greater concerns while driving. A head-on accident is a major concern as there is no place to go except off the road which for a large portion is a drop down cliff. With the increased housing there will be an influx of new drivers in the very near future for their safety and everyone else that drives on this road we feel it is imperative to make safety improvements, including shoulders, straightening and guardrails. Please strongly consider and help drive this initiative before irrevocable damage is done.	Please strongly consider and help drive this initiative before irrevocable damage is done.	@att.net
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes, I live in Williams Creek Estates off Hillsboro Road	Support	Hillsboro Road is one road that I travel to and from work on a daily basis as well as multiple times a day on weekends. I have many friends that travel or live off of this road as well as there is not enough time to share the cost of one Dad's loss of a daughter when a road and awareness is not applied. A recent study by engineering consultant firm CH2M HILL conclude this winding, hilly and narrow county road is travel daily by an average of 4,000 vehicles including 7 plus schools buses as well as large trucks using the road as a route between Hwy 30 and I-44. This road has many challenges that residents and bus drivers struggle with daily such as a narrow steep hill without shoulders. Many commercial and some larger personal vehicles are forced to drive over the center line due to space constraints. This is a very dangerous considering the lack of shoulders and abundance of blind curves and humps that provide no room or time for defensive driving maneuvers by oncoming traffic.	I moved to the area knowing the road was narrow. It was my choice, however, I also hoped as more people moved to the newly built subdivisions there would be action taken to help make the road safer. There is an action committee and group of concerned citizens that is working to make change and we hope you will consider our concerns. With two young children, my hope is that some safety improvements will be made by the time they start driving. But even now, I have to take the road into consideration when it comes to young babysitters who don't live in the area and aren't familiar with the road. The buses my children take to school each day, I pray the drivers are experienced and practice on that road. I hope this letter will make a difference.	@hotmail.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	Yes	It is a dangerous road that significantly needs improvement. Especially considering the number of new homes (taxes) that have been built here in the past 7 years or more.	No, just appreciate looking at improving this stretch of road for us, and our children.	Bob Arnold <bob@drj.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Hillsboro Rd is the only access to my house.	I support the project 100%	I am very concerned about safety. I have lived in the area for 5 years and I can't count the number of "close calls" my family has had on this rd. It is far too narrow for how steep and winding this road is. Often times there are vehicles driving on or over the center line to avoid the edge as well which increases the chances for accidents.	With all of the new construction in the area over the past decade, very little if any changes have been made to accommodate the increased traffic and safety. There are more large trucks, buses, and families traveling this road than ever.	@yahoo.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	Support	Hillsboro road is the only way in and out of our neighborhood/subdivision. This means busses, trucks, cars, etc. all use/access this road frequently. The road is windy, has blind spots and is dangerous. There is no room for a car or truck to pull over and busses barely fit on the road. There is no guardrail and no room for error. In bad weather there isn't room for snow to be cleared and commercial vehicles often take up room in the lane for oncoming traffic.	This proposal would really help make this part of the road safer for the busses that take my kids to school and commercial vehicles that frequent the neighborhood. During bad weather it would really improve the safety for residents. In future years our young neighborhood will have a great deal of younger, teen drivers. Giving them a "safe alternative" to drive home (rather than up the Hillsboro hill) using this route is top of mind for all residents that care and love these kids.	@me.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	Support	Hillsboro Rd. is the only access to my neighborhood and a few others. This is a winding, hilly and narrow county road that is traveled daily by over 4,000 vehicles, including 7+ school buses carrying our precious children. Large trucks also use this road as a route between Hwy 30 & Hwy I-44. This road has many challenges that residents and bus drivers struggle with daily. A few of these challenges are a narrow steep hill without shoulders, blind curves & humps, and narrow lanes. Many large commercial & personal vehicles are	The proposal to straighten, remove humps, add shoulders and resurface the section of Hillsboro Rd. in the project description would be a great start to begin the improvements desperately needed on Hillsboro Rd.	@gmail.com

Attachment C - Summary of Public Comments

Sponsor	Subject	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?	From
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Live	Yes	This is our only entrance and exit to our subdivision. I have lived in this area for 43 years. This road is unsafe because of limited shoulders, uneven surface and blind hills. Now that this area is more populated I need to be considered. Lots of younger drivers in the area and this road isn't the best to learn driving on.	Would like to see the county side developed going down Hillsboro Rd	@anfam.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	Support	Lack of any shoulders. Several blind curves. Overall very little margin for error while driving this road.		@njmgt.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	No- but my family members do live where the project is proposed.	SUPPORT	Hillsboro Rd is the only access into several neighborhoods. Many vehicles and school buses use this hilly, winding, narrow road daily. It has steep hills without shoulders and blind curves /humps near some steep drop-offs. Many commercial and some larger personal vehicles are forced to drive over the center line due to space constraints.	The proposal to straighten, remove humps, add shoulders, and resurface the section of Hillsboro Rd. in the project description would be a great start to begin the improvements desperately needed on Hillsboro Rd.	@laramiecounty.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	Support	Hillsboro Road, is only access to my sub-division and several other neighborhoods. This road is very important for our daily commute and current condition of it is horrible and driving on this is unsafe. Improvements to this road will help us a lot.		@gmail.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes.	YES	Hillsboro road is very dangerous! On one side of the road, there is a cliff with no shoulder, the other side is a hill side, so if you are going up or down the hill, there is no room to maneuver, you just have to hope no traffic is on the other side of the road, which today, an emergency vehicle was coming up the hill as I was going down, I hugged the hillside as close as I could and stopped to give the emergency vehicle all the room I could so they wouldn't fall off the (no) shoulder. This is very difficult for school buses too. Not to mention the crazy people that drive way to fast on the curvy road.	Yes, recently my daughter was driving up Hillsboro (from 44 going towards hwy 30) A car going the opposite way was over the yellow line, but she had the cliff on the other side of her, with no shoulder. Her side view mirror was ripped off her car. This is way to close for comfort. She was very shaken and now is very nervous about driving on Hillsboro in that area. Not only the hill, but there are many blind spots, curves and humps in the road way. It is only about 3 miles, but it is a very dangerous 3 miles. We have a memorial outside of our subdivision from a high school boy that went over the hump, lost control and hit a tree. very sad. during rain or snow, I just stay home. Please start reconstruction and improvements on this road asap. Thank you so much!	@gmail.com
St. Louis County	Comment on TIP 8079-21, HILLSBORO ROAD, PHASE 1 - 2021	Yes	Support	Hillsboro Road is a heavily traveled road that is the only access to and from several large housing developments. This road is also used as the main route and daily commute to I-44 & Hwy 141 for the surrounding community. Hillsboro Road is a narrow, winding road with no shoulders, no guard rails, dangerous blind curves, steep hills, and many places where the edges of the road have sharp drop-offs and/or bordered by the bottom of steep hills. Due to the challenges of the terrain and road design, it is common to see commercial vehicles that barely fit in their driving lane and often driving beyond the center line. The nature of the traffic and road conditions result in numerous close calls and several accidents; some have been fatal. In addition, there are 100's of school age children that depend on bus service to get to and from school. Any improvement in the road conditions would be a tremendous benefit to the safety of the residents, community and students.	The engineering study performed on Hillsboro Road included several proposals to make improvements. The proposals identified under Phase 1 are a welcome start, but additional improvements beyond Phase 1 will be required to make the necessary changes to truly improve the safety on Hillsboro Road.	@kcbaileyrealty.com
St. Louis County	Comment on TIP 8072-19, US 67 (LINDBERGH)	No, I live in the adjacent community Olivette.	I definitely oppose this project.	As a resident of the adjacent Olivette community, I use Olive Blvd on a daily basis, much of the time during peak traffic hours. As I understand it, this project will remove the northern clover leafs and create signalized turning lanes for Olive Blvd traffic to go north bound and south bound on Lindbergh. Currently, there is a traffic light at Olive and Old Bonhomme, approximately 1/4 mile west is another light at Olive and Warson Road and approximately .16 of a mile is yet another light at Olive and the Monsanto/Danforth entrances. Approximately .12 of a mile is another light for Olive Blvd and Old Olive Street Road. There is yet another light .50 miles on Olive Blvd and the Monsanto West Campus/Retail Center with still another light .20 miles west at Olive Blvd and Old Olive Street Road. I'm sure you have done your homework and are aware, believe it or not, there is yet another light .08 miles at Olive Blvd and Spoeede Road. Your proposed plan would add two additional lights approximately 1/4 mile apart creating nine (9) traffic lights in a 1 1/3 mile stretch of Olive Blvd! How does this make any sense when you currently have an uninterrupted flow to access Lindbergh?!	While I do not hold traffic engineering credentials, adding traffic lights and turn lanes runs counter to every effort I believe MoDot has made to reduce curb cuts and restrict the number of traffic lights in a given stretch of road for shopping centers, office buildings etc. All of this is done in an effort to provide the least interruptions to traffic flows. It is my understanding that MoDOT strongly encourages cross access easements in new projects, again to reduce the number of curb cuts. This proposal, in my opinion, runs counter to everything MoDot tries to accomplish or requires in other jurisdictions.	@hotmail.com
St. Peters	Comment on TIP 8222-18, SALT RIVER RD	yes	This is a very much needed update. The light and lack of turn lanes with the amount of truck traffic make this a commuter choke point. Light timing is the biggest issue. Every other day while commuting Salt River this light changes and makes me stop. Way too quick to turn when someone is on Arrow Head			@flightsafety.com
St. Clair	Comment on TIP 8070-20, COMMERCIAL AVE AND KITCHELL AVE	Yes	Support	This has been something that's really needs to be done for our community		yahoo.com
St. Clair	Comment on TIP 8070-20, COMMERCIAL AVE AND KITCHELL AVE	Yes	Support	This has been something that's really needs to be done for our community		@yahoo.com

Attachment C - Summary of Public Comments

Sponsor	Subject	Do you live or work in the community where the project is proposed?	Do you support, have concerns about or oppose this project?	What are the key reasons for your position?	Anything else you'd like us to consider or comments you'd like to share about this project?	From
Sullivan	Comment on TIP 8043-19, I-44	Yes	Highly support	Something has be done with the traffic at this overpass. Plus we really need lights on the ramps and overpass.		@westbrothers.com
Sullivan	Comment on TIP 8043-19, I-44	Yes	Support	Traffic congestion / near-miss accidents / confusion of who has right of way	This is LONG overdue	@westbrothers.com
Sullivan	Comment on TIP 8043-19, I-44	Yes	Yes, we need the lights.	When it is night, it is hard to see the intersection turning onto the service road and traffic coming off 44 does not make the stop at the sign and make right turn.	Yes, we have some hazardous conditions with logging trucks speeding west on the north service road and they are making the edge of the shoulder dip into potholes. We also need an intersection sign going east on the north service road to alert drivers that there is the entrance to our subdivision.	@sullivan.mo.us
Sullivan	Comment on TIP 8043-19, I-44	Yes	Yes	Travel this area frequently, very dangerous.	Very busy due to truck stop and there is no lighting there, need stop lights and street lights	@gmail.com
Sullivan	Comment on TIP 8043-19, I-44	Yes	I support it	I drive through there every day going to work and back home and there are so many people that just don't know what to do in the intersection and I have seen so many cars and semi's just blow through the stop sign on the overpass because they just don't see it	I hope this passes and goes through. It will be a great help as there is so much confusion in that area. That or people just need to learn how to drive.	@ace-mfg.com
Sullivan	Comment on TIP 8043-19, I-44	Yes	I support and have concerns	Very dangerous intersection/heavy usage and lots of semis going/coming from Flying J	Please help us out and install signal lights. We live off No. Outer Road and have to use this intersection several times a day. Many times we have had to take chances to get across or turn left. The traffic coming across the viaduct have the right of way and it's hard to find a chance to get across.	@yahoo.com
Sullivan	Comment on TIP 8043-19, I-44	Yes	I support this project.	Would hope that signals would stop some of the accidents and near misses and also stop road rage from truckers entering and leaving Flying J truck stop.	Please fund this project!! Tired of seeing smaller towns getting traffic signals and places like Sullivan/Oak Grove Village not get the needed ones for everyone's safety.	@gmail.com
Sullivan	Comment on TIP 8043-19, I-44	Yes	Support	Very dangerous intersection. Have to go through it every day.	This is a project that needs to be done. Someone is going to end up killed. Truck drivers do not stop at the stop signs when entering or exiting for the truck stop. Other drivers seem to not pay attention and drive right through the stop sign without slowing down. I have to go through that intersection everyday. There has been numerous times I almost have gotten hit. I fear it everytime. Please put up a stop light for the sake of saving a life.	@yahoo.com
Sullivan	Comment on TIP 8043-19, I-44	yes	support	Purely from a SAFETY standpoint, and ease of entering the different road configurations. Desperately needed from day one. Thrilled that it will finally see the light of day.	Just be sure that the large trucks will not block any segment when the lights are red...quite an endeavor on the engineers part. Good luck	@fidnet.com
Sullivan	Comment on TIP 8043-19, I-44	yes	support	too many close calls	big rigs and those unfamiliar with the intersection do not stop for left turn vehicles. I fear someone will be killed or severely injured before this is corrected.	@gmail.com
Sullivan	Sullivan I-44 Project			We really do need traffic signals at the East Sullivan I-44 overpass. I use this overpass quite often and you never know whether people are going to stop when they should. Traffic having the right-of-way many times has to stop because those who are supposed to stop don't. Some trucks coming from Flying J don't obey the stop sign coming out of Flying J. It is also very difficult to go across the overpass on the North service road. I'm surprised there aren't more accidents there	Please make this a priority.	@fidnet.com
Sullivan	Comment on TIP 8043-19, I-44	YES	SUPPORT	THE TRAFFIC IS TERRIBLE AT THIS INTERSECTION		@westbrothers.com
Sullivan	Comment on TIP 8043-19, I-44	Yes	I do support the project.	The area has seen some increased traffic growth over the last few years and will see more with the addition of new businesses nearby. Recent changes to signage and the addition of turn lanes has helped but not to the extent that signals and increased lighting will.	Nothing	@gmail.com
Sullivan	Comment on TIP 8089-20, FISHER DRIVE SIDEWALK	Yes	I support the project.	The proposed area has a need for pedestrian traffic ways. Large sidewalks encourage foot traffic and could help revitalize some of the nearby businesses. Sullivan seems to have a larger amount of foot traffic than nearby cities.	No	@gmail.com
Webster Groves	Comment on TIP 8095-20, BIG BEND BOULEVARD SIDEWALK, PHASE 1	YES	I support	There is a great neighborhood immediately behind the commercial buildings on this stretch of Big Bend. It would be great to see the street scape lit up and safer for the members of the community and the customers of these businesses.		@gmail.com
Wildwood	Comment on TIP 8097-21, SHEPARD RD/STRECKER RD/VALLEY RD	Yes	I SUPPORT this project	All 3 of these roadways are heavily traveled by Wildwood residents to get to I64 to go to from work. They need surface updates now in order to insure future, more expensive, major repairs will not be required.		@cityofwildwood.com
Wildwood	Comment on TIP 8097-21, SHEPARD RD/STRECKER RD/VALLEY RD	Yes	I SUPPORT this project	All 3 of these roadways are heavily traveled by Wildwood residents to get to I64 to go to from work. They need surface updates now in order to insure future, more expensive, major repairs will not be required.		@cityofwildwood.com
Wildwood	Comment on TIP 8223-19, MO 109	Yes	I strongly support this project	Relieve traffic congestion within this area. Minimize air pollution from sitting vehicles by keeping them moving thru intersections. Reduce noise from vehicles accelerating from a stop. Minimize vehicle accidents. Dramatically improve esthetics of area.	A like roundabout has been implemented on the northern side of 100 along 109. This is necessary to continue to move traffic through the area efficiently and in a sound environmental method.	@cityofwildwood.com

FISCAL YEARS 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8019-19 New	FRANKLIN COUNTY BOEUF CREEK ROAD BRIDGE OVER BRANCH OF BOEUF CREEK (APPROX. 1.25 MI W/O MO 185) REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s)	PE ROW IMPL	\$90,000 \$20,000 \$730,000	\$0 \$0 \$0	\$90,000 \$0 \$0	\$0 \$20,000 \$0	\$0 \$0 \$730,000
			Federal: \$672,000 State: \$0 Local: \$168,000	TOTAL	\$840,000	\$0	\$90,000	\$20,000	\$730,000
				ESTIMATED TOTAL PROJECT COST: \$840,000					
8047-19 New	NEW HAVEN DOWNTOWN IMPROVEMENTS, PHASE 2 MAIN ST: MILLER TO OLIVE ST; OLIVE ST: MAIN ST TO UP RR RECONSTRUCTION - SIDEWALKS (5') LENGTH (mi): 0.16 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Improvements Pedestrian Facility Lighting	PE ROW IMPL	\$60,983 \$15,000 \$631,421	\$0 \$0 \$0	\$60,983 \$0 \$0	\$0 \$15,000 \$0	\$0 \$0 \$631,421
			Federal: \$565,923 State: \$0 Local: \$141,481	TOTAL	\$707,404	\$0	\$60,983	\$15,000	\$631,421
				ESTIMATED TOTAL PROJECT COST: \$707,404					
8089-20 New	SULLIVAN FISHER DRIVE SIDEWALK W SPRINGFIELD RD TO ELMONT RD SIDEWALK (8') BOTH SIDES LENGTH (mi): 0.25 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Sidewalks Bicycle Facilities Roadway - Curb & Gutter	PE ROW IMPL	\$34,952 \$0 \$379,394	\$34,952 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$379,394	\$0 \$0 \$0
			Federal: \$284,022 State: \$0 Local: \$130,324	TOTAL	\$414,346	\$34,952	\$0	\$379,394	\$0
				ESTIMATED TOTAL PROJECT COST: \$414,346					
8091-20 New	UNION DENMARK ROAD BRIDGE OVER BIRCH CREEK REPLACE LOW WATER CROSSING - SIDEWALK (6') LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Construct Bridge(s) Sidewalks Widen Bridge(s)	PE ROW IMPL	\$65,266 \$0 \$984,247	\$65,266 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$984,247	\$0 \$0 \$0
			Federal: \$756,070 State: \$0 Local: \$293,443	TOTAL	\$1,049,513	\$65,266	\$0	\$984,247	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,049,513					

FISCAL YEARS 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8017-20 New	FESTUS 3RD STREET SIDEWALK SUNSHINE DR TO HOLLY DR SIDEWALK (5') ON BOTH SIDES - LIGHTING LENGTH (mi): 0.34 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Lighting Sidewalks Drainage Correction	PE ROW IMPL	\$47,754 \$0 \$366,550	\$47,754 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$366,550	\$0 \$0 \$0
			Federal: \$273,240 State: \$0 Local: \$141,064	TOTAL	\$414,304	\$47,754	\$0	\$366,550	\$0
				ESTIMATED TOTAL PROJECT COST: \$414,304					
8018-20 New	FESTUS SPECIAL ROAD DISTRICT MEYER ROAD US 67 TO SE OF WATSON RD OVERLAY LENGTH (mi): 1.7 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmt	PE ROW IMPL	\$28,877 \$0 \$339,350	\$28,877 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$339,350	\$0 \$0 \$0
			Federal: \$256,680 State: \$0 Local: \$111,547	TOTAL	\$368,227	\$28,877	\$0	\$339,350	\$0
				ESTIMATED TOTAL PROJECT COST: \$368,227					
8024-19 New	JEFFERSON COUNTY EAST ROCK CREEK ROAD 850' WEST OF GARY RD TO 150' WEST OF GARY RD CURVE REALIGNMENT - SHOULDER LENGTH (mi): 0.13 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Roadway Realignment Roadway Shoulders	PE ROW IMPL	\$15,000 \$20,000 \$405,600	\$0 \$0 \$0	\$15,000 \$0 \$0	\$0 \$20,000 \$0	\$0 \$0 \$405,600
			Federal: \$352,480 State: \$0 Local: \$88,120	TOTAL	\$440,600	\$0	\$15,000	\$20,000	\$405,600
				ESTIMATED TOTAL PROJECT COST: \$440,600					
8027-21 New	JEFFERSON COUNTY LOCAL HILLSBORO ROAD MO 30 TO HILLSBORO HOUSE SPRINGS RD OVERLAY LENGTH (mi): 4.83 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmt	PE ROW IMPL	\$0 \$0 \$196,500	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$196,500
			Federal: \$157,200 State: \$0 Local: \$39,300	TOTAL	\$196,500	\$0	\$0	\$0	\$196,500
				ESTIMATED TOTAL PROJECT COST: \$196,500					
8029-19 New	JEFFERSON COUNTY MAIN STREET MO MM TO 700' NORTH OF MO MM (IN HOUSE SPRINGS) RECONSTRUCTION - SIDEWALK (4') LENGTH (mi): 0.13 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks Lighting	PE ROW IMPL	\$70,000 \$3,970 \$528,030	\$0 \$0 \$0	\$70,000 \$0 \$0	\$0 \$3,970 \$0	\$0 \$0 \$528,030
			Federal: \$481,600 State: \$0 Local: \$120,400	TOTAL	\$602,000	\$0	\$70,000	\$3,970	\$528,030
				ESTIMATED TOTAL PROJECT COST: \$602,000					

FISCAL YEARS 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM
 ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8031-19 New	JEFFERSON COUNTY MILLER ROAD, PHASE 1 AT SPRING FOREST ROAD REALIGN INTERSECTION LENGTH (mi): 0.32 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Intersection Improvement Roadway Improvements Roadway Realignment Federal: \$550,480 State: \$0 Local: \$235,920	PE ROW IMPL TOTAL	\$85,000 \$16,400 \$685,000 \$786,400	\$0 \$0 \$0 \$0	\$85,000 \$0 \$0 \$85,000	\$0 \$16,400 \$0 \$16,400	\$0 \$0 \$685,000 \$685,000
ESTIMATED TOTAL PROJECT COST: \$786,400									
8030-21 New	JEFFERSON COUNTY MILLER ROAD, PHASE 3 620' SOUTH OF ELM DR TO 1350' SOUTH OF ELM DR REALIGN CURVE LENGTH (mi): 0.13 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Roadway - Curb & Gutter Drainage Correction Roadway Reconstruction Federal: \$217,600 State: \$0 Local: \$54,400	PE ROW IMPL TOTAL	\$0 \$0 \$272,000 \$272,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$272,000 \$272,000
ESTIMATED TOTAL PROJECT COST: \$272,000									
8033-21 New	JEFFERSON COUNTY NEW SUGAR CREEK ROAD MO 30 TO ST. LOUIS COUNTY LINE OVERLAY LENGTH (mi): 0.84 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Federal: \$182,800 State: \$0 Local: \$45,700	PE ROW IMPL TOTAL	\$0 \$0 \$228,500 \$228,500	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$228,500 \$228,500
ESTIMATED TOTAL PROJECT COST: \$228,500									
8034-21 New	JEFFERSON COUNTY NORTHWEST BLVD MO 30 TO SALINE RD OVERLAY LENGTH (mi): 0.57 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Federal: \$147,280 State: \$0 Local: \$36,820	PE ROW IMPL TOTAL	\$0 \$0 \$184,100 \$184,100	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$184,100 \$184,100
ESTIMATED TOTAL PROJECT COST: \$184,100									
8036-21 New	JEFFERSON COUNTY OLD STATE RTE. 21 MO M TO MO A OVERLAY - REPAIR SHOULDERS - RUMBLESTRIPS LENGTH (mi): 8.98 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Roadway Shoulders Federal: \$665,000 State: \$0 Local: \$665,000	PE ROW IMPL TOTAL	\$0 \$0 \$1,330,000 \$1,330,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$1,330,000 \$1,330,000
ESTIMATED TOTAL PROJECT COST: \$1,330,000									

FISCAL YEARS 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM
 ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8037-19 New	JEFFERSON COUNTY ROUGGLY KIEPE ROAD BRIDGE OVER TRIBUTARY TO SALINE CREEK REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Widen Bridge(s) Federal: \$576,640 State: \$0 Local: \$144,160	PE ROW IMPL TOTAL	\$150,000 \$20,000 \$550,800 \$720,800	\$0 \$0 \$0 \$0	\$150,000 \$0 \$0 \$150,000	\$0 \$20,000 \$0 \$20,000	\$0 \$0 \$550,800 \$550,800
					ESTIMATED TOTAL PROJECT COST: \$720,800				
8038-19 New	JEFFERSON COUNTY SECKMAN ROAD, PHASE 2 SECKMAN H.S. ENTRANCE TO 275' W/O SECKMAN SPRING DR CONSTRUCT ROUNDABOUT AT SECKMAN HS - SIDEWALK (5') LENGTH (mi): 0.25 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Safety	STP-S	Traffic Calming/Access Mgt Pedestrian Facility Sidewalks Federal: \$635,360 State: \$0 Local: \$158,840	PE ROW IMPL TOTAL	\$75,000 \$25,000 \$694,200 \$794,200	\$0 \$0 \$0 \$0	\$75,000 \$0 \$0 \$75,000	\$0 \$25,000 \$0 \$25,000	\$0 \$0 \$694,200 \$694,200
					ESTIMATED TOTAL PROJECT COST: \$794,200				

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TRANSPORTATION IMPROVEMENT PROGRAM
 ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8202-19 New	BI-STATE DEVELOPMENT AGENCY/METRO BUS REPLACEMENT - 2019 (A) REPLACE 11 BUSES	CMAQ	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,000,000	\$0	\$5,000,000	\$0	\$0
	LENGTH (mi): 0		Federal:	\$4,000,000	TOTAL	\$5,000,000	\$0	\$5,000,000	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Congestion		Local:	\$1,000,000	ESTIMATED TOTAL PROJECT COST: \$5,000,000				
8203-19 New	BI-STATE DEVELOPMENT AGENCY/METRO BUS REPLACEMENT - 2019 (B) REPLACE 11 BUSES	CMAQ	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,000,000	\$0	\$5,000,000	\$0	\$0
	LENGTH (mi): 0		Federal:	\$4,000,000	TOTAL	\$5,000,000	\$0	\$5,000,000	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Congestion		Local:	\$1,000,000	ESTIMATED TOTAL PROJECT COST: \$5,000,000				
8042-20 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2020 (A) REPLACE EIGHT (8) CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,380,000	\$0	\$0	\$1,380,000	\$0
	LENGTH (mi): 0		Federal:	\$1,104,000	TOTAL	\$1,380,000	\$0	\$0	\$1,380,000
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Preservation		Local:	\$276,000	ESTIMATED TOTAL PROJECT COST: \$1,380,000				
8001-20 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2020 (B) REPLACE SEVEN (7) CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,210,000	\$0	\$0	\$1,210,000	\$0
	LENGTH (mi): 0		Federal:	\$968,000	TOTAL	\$1,210,000	\$0	\$0	\$1,210,000
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Preservation		Local:	\$242,000	ESTIMATED TOTAL PROJECT COST: \$1,210,000				
8204-18 New	JEFFERSON COUNTY PORT AUTHORITY MARINE VESSEL ENGINE REPOWER - 2018 (B) REPOWER THREE MARINE VESSELS SERVING MISSISSIPPI RIVER IN NON-ATTAINMENT AREA - 2 FERRIES - 1 TOWBOAT	CMAQ	Miscellaneous	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$871,883	\$871,883	\$0	\$0	\$0
	LENGTH (mi): 0		Federal:	\$663,306	TOTAL	\$871,883	\$871,883	\$0	\$0
	AIR QUALITY STAT: Regionally Significant		State:	\$0					
	PROJ PURPOSE: Sustainable Development		Local:	\$208,577	ESTIMATED TOTAL PROJECT COST: \$871,883				

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TRANSPORTATION IMPROVEMENT PROGRAM
 ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8212-18 New	MODOT - CITIZENS FOR MODERN TRANSIT MOVING THE RIGHT WAY RIDERSHIP PROGRAM STL CITY AND STL COUNTY - TWO YEAR OUTREACH PROGRAM TRANS. INCENTIVE PROGRAM LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Education/Marketing Program	PE ROW IMPL	\$0 \$0 \$648,799	\$0 \$0 \$324,399	\$0 \$0 \$324,400	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$483,039 State: \$0 Local: \$120,760	TOTAL	\$648,799	\$324,399	\$324,400	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$603,799					
8046-20 New	MODOT-OATS VEHICLE REPLACEMENT 23 WIDE BODY CUTAWAY MINIBUS W/LIFT SERVING FRANKLIN, JEFFERSON, ST. CHARLES & ST. LOUIS CO LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$806,596	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$806,596	\$0 \$0 \$0
			Federal: \$645,277 State: \$0 Local: \$161,319	TOTAL	\$806,596	\$0	\$0	\$806,596	\$0
				ESTIMATED TOTAL PROJECT COST: \$806,596					

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TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8040-19 New	LAKE SAINT LOUIS LAKE SAINT LOUIS BLVD ROUNDABOUT AT VETERANS MEMORIAL PKWY & I-70 EB ON/OFF RAMP CONSTRUCT ROUNDABOUT - SIDEWALK (6') LENGTH (mi): 0.7 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion	STP-S	Intersection Improvement Sidewalks	PE ROW IMPL Federal: \$1,250,000 State: \$0 Local: \$850,000	\$350,000 \$50,000 \$1,700,000 TOTAL \$2,100,000	\$0 \$0 \$0 \$0	\$350,000 \$0 \$0 \$350,000	\$0 \$50,000 \$0 \$50,000	\$0 \$0 \$1,700,000 \$1,700,000
					ESTIMATED TOTAL PROJECT COST: \$2,100,000				
8211-19 New	MODOT MO N AT MO Z CONSTRUCT DOGBONE ROUNDABOUT LENGTH (mi): 0.25 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement	PE ROW IMPL Federal: \$1,534,000 State: \$540,000 Local: \$0	\$150,000 \$531,000 \$1,393,000 TOTAL \$2,074,000	\$150,000 \$0 \$0 \$150,000	\$0 \$531,000 \$0 \$531,000	\$0 \$0 \$1,393,000 \$1,393,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,074,000				
8052-19 New	O'FALLON WINGHAVEN BLVD MO N TO SOUTH OF THE WINGHAVEN/HAMMACK RD RESURFACING - PED IMPROVEMENTS AT INTERSECTIONS LENGTH (mi): 1.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvm Pedestrian Facility Roadway - Curb & Gutter	PE ROW IMPL Federal: \$1,304,406 State: \$0 Local: \$326,102	\$100,000 \$20,000 \$1,510,508 TOTAL \$1,630,508	\$0 \$0 \$0 \$0	\$100,000 \$0 \$0 \$100,000	\$0 \$20,000 \$0 \$20,000	\$0 \$0 \$1,510,508 \$1,510,508
					ESTIMATED TOTAL PROJECT COST: \$1,630,508				
8061-19 New	ST. CHARLES STRATEGIC HWY SAFETY PLAN IMPROVEMENTS ALONG BOONE'S LICK, KINGSHWY, ELM, LINDENWOOD RANDOLPH/MEL WETTER, LITTLE HILLS/MEL WETTER LENGTH (mi): 5.33 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Signing Roadway Improvements Intersection Signing	PE ROW IMPL Federal: \$560,000 State: \$0 Local: \$140,000	\$68,000 \$100,000 \$532,000 TOTAL \$700,000	\$0 \$0 \$0 \$0	\$68,000 \$0 \$0 \$68,000	\$0 \$100,000 \$0 \$100,000	\$0 \$0 \$532,000 \$532,000
					ESTIMATED TOTAL PROJECT COST: \$700,000				
8200-19 New	ST. CHARLES COUNTY GATEWAY GREEN LIGHT, PHASE 6 VARIOUS RDS IN ST. CHARLES CO - PTZ CAMERAS, TRAVEL TIME DETECTORS, FIBER, ATMS, SIGNAL OPTIMIZATIONS LENGTH (mi): 10 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Signal Timing Progression	PE ROW IMPL Federal: \$1,955,171 State: \$0 Local: \$488,794	\$1,623,127 \$0 \$820,838 TOTAL \$2,443,965	\$0 \$0 \$0 \$0	\$1,623,127 \$0 \$0 \$1,623,127	\$0 \$0 \$820,838 \$820,838	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,443,965				

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TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8067-20 New	ST. CHARLES COUNTY MO 364 AT GUTERMUTH RD NEW INTERCHANGE LENGTH (mi): 1.1 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	STP-S	New Interchange Widen Bridge(s)	PE ROW IMPL	\$1,000,000 \$2,920,000 \$5,080,000	\$1,000,000 \$0 \$0	\$0 \$2,920,000 \$0	\$0 \$0 \$5,080,000	\$0 \$0 \$0
			Federal: \$1,500,000 State: \$3,000,000 Local: \$4,500,000	TOTAL	\$9,000,000	\$1,000,000	\$2,920,000	\$5,080,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$9,000,000					
8201-19 New	ST. CHARLES COUNTY MO 94 I-70 TO PORTWEST DR INTERSECTION IMPROVEMENTS - SIGNAL OPTIMIZATION LENGTH (mi): 1.81 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Traffic Signals Signal Timing Progression	PE ROW IMPL	\$70,836 \$0 \$512,237	\$0 \$0 \$0	\$70,836 \$0 \$0	\$0 \$0 \$512,237	\$0 \$0 \$0
			Federal: \$466,459 State: \$0 Local: \$116,614	TOTAL	\$583,073	\$0	\$70,836	\$512,237	\$0
				ESTIMATED TOTAL PROJECT COST: \$583,073					
8068-20 New	ST. CHARLES COUNTY SCHWEDE ROAD HOFFMAN RD TO BRIDGE OVER CUNNINGHAM BRANCH REALIGN CURVE - SHOULDERS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Roadway Realignment Roadway Shoulders	PE ROW IMPL	\$14,000 \$20,000 \$436,000	\$14,000 \$20,000 \$0	\$0 \$0 \$0	\$0 \$0 \$436,000	\$0 \$0 \$0
			Federal: \$235,000 State: \$0 Local: \$235,000	TOTAL	\$470,000	\$34,000	\$0	\$436,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$470,000					
8069-20 New	ST. CHARLES COUNTY SEEBURGER ROAD BRIDGE AT TRIB TO THE MISSISSIPPI R (B/W SOUTH SHORE AND MO B) REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s)	PE ROW IMPL	\$70,000 \$7,000 \$550,000	\$70,000 \$0 \$0	\$0 \$7,000 \$0	\$0 \$0 \$550,000	\$0 \$0 \$0
			Federal: \$440,000 State: \$0 Local: \$187,000	TOTAL	\$627,000	\$70,000	\$7,000	\$550,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$627,000					
8222-18 New	ST. PETERS SALT RIVER RD AT ARROWHEAD INDUSTRIAL BLVD INTERSECTION IMPROVEMENTS - REPLACE SIGNAL LENGTH (mi): 0.3 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Traffic Signals	PE ROW IMPL	\$0 \$0 \$776,466	\$0 \$0 \$776,466	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$621,172 State: \$0 Local: \$155,294	TOTAL	\$776,466	\$776,466	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$776,466					

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TRANSPORTATION IMPROVEMENT PROGRAM
 ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8000-19 New	BALLWIN HOLLOWAY ROAD MANCHESTER RD (MO 100) TO BAXTER RD RESURFACING LENGTH (mi): 1.28 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Pedestrian Facility	PE ROW IMPL	\$88,460 \$10,000 \$1,156,040	\$0 \$0 \$0	\$88,460 \$0 \$0	\$0 \$10,000 \$0	\$0 \$0 \$1,156,040
			Federal: \$1,003,600 State: \$0 Local: \$250,900	TOTAL	\$1,254,500	\$0	\$88,460	\$10,000	\$1,156,040
				ESTIMATED TOTAL PROJECT COST: \$1,254,500					
8003-19 New	BRENTWOOD ROSALIE AVENUE SIDEWALK BRENTWOOD BLVD TO MARY AVE LIGHTING - SIDEWALK (5') ON SOUTH SIDE LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Lighting Sidewalks	PE ROW IMPL	\$36,000 \$82,000 \$296,955	\$0 \$0 \$0	\$36,000 \$0 \$0	\$0 \$82,000 \$0	\$0 \$0 \$296,955
			Federal: \$331,964 State: \$0 Local: \$82,991	TOTAL	\$414,955	\$0	\$36,000	\$82,000	\$296,955
				ESTIMATED TOTAL PROJECT COST: \$414,955					
8007-21 New	CREVE COEUR FERNVIEW DRIVE GALLAGHER DR TO OLIVE BLVD RESURFACING LENGTH (mi): 0.42 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt	PE ROW IMPL	\$50,000 \$0 \$336,000	\$0 \$0 \$0	\$50,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$336,000
			Federal: \$250,000 State: \$0 Local: \$136,000	TOTAL	\$386,000	\$0	\$50,000	\$0	\$336,000
				ESTIMATED TOTAL PROJECT COST: \$386,000					
8015-19 New	FENTON ALLEN RD OLD HIGHWAY 141 TO JEFFERSON COUNTY LINE RECONSTRUCTION LENGTH (mi): 0.8 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Improvements Drainage Correction Roadway Reconstruction	PE ROW IMPL	\$60,000 \$15,000 \$470,500	\$0 \$0 \$0	\$60,000 \$0 \$0	\$0 \$15,000 \$0	\$0 \$0 \$470,500
			Federal: \$436,400 State: \$0 Local: \$109,100	TOTAL	\$545,500	\$0	\$60,000	\$15,000	\$470,500
				ESTIMATED TOTAL PROJECT COST: \$545,500					
8206-18 New	MODOT I-270 NORTH RECONSTRUCTION MOTORIST ASSIST	CMAQ	Miscellaneous	PE ROW	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
	I-270: I-70 TO MO H; US 67: I-270 TO MS RIVER; MO 367 : US 67 TO I-270; MO AC: US 67 TO I-270 LENGTH (mi): 32 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion			IMPL	\$715,160	\$193,000	\$261,080	\$261,080	\$0
			Federal: \$572,128 State: \$143,032 Local: \$0	TOTAL	\$715,160	\$193,000	\$261,080	\$261,080	\$0
				ESTIMATED TOTAL PROJECT COST: \$715,160					

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TRANSPORTATION IMPROVEMENT PROGRAM
 ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8207-19 New	MODOT MO 141 (NB) AT MO 364 LENGTHEN RIGHT TURN LANE TO EB/WB MO 364 RAMP LENGTH (mi): 0.8 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Right-turn lanes Interchange Revision	PE ROW IMPL	\$0 \$0 \$1,325,938	\$0 \$0 \$0	\$0 \$0 \$1,325,938	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$1,060,750 State: \$265,188 Local: \$0	TOTAL	\$1,325,938	\$0	\$1,325,938	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,325,938					
8208-19 New	MODOT MO 180 I-270 TO PENNRIDGE DR DUAL LEFT LN AT PENNRIDGE - CHANNELIZATION LENGTH (mi): 0.25 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Left-turn lanes	PE ROW IMPL	\$0 \$0 \$86,850	\$0 \$0 \$0	\$0 \$0 \$86,850	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$69,480 State: \$17,370 Local: \$0	TOTAL	\$86,850	\$0	\$86,850	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$86,850					
8210-19 New	MODOT MO 364 AT MO 141 - DUAL LEFT TURN AT WB OFF RAMP DUAL LFT/RT TURN LN ON EB OFF RAMP & EXTEND MERGE LENGTH (mi): 1.5 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Left-turn lanes Right-turn lanes Interchange Revision	PE ROW IMPL	\$0 \$0 \$2,800,447	\$0 \$0 \$0	\$0 \$0 \$2,800,447	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$2,240,358 State: \$560,089 Local: \$0	TOTAL	\$2,800,447	\$0	\$2,800,447	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$2,800,447					
8053-20 New	OLIVETTE DIELMAN ROAD, PHASE 2 TAMARACK DRIVE TO MO 340 (OLIVE BLVD) RESURFACING - SIDEWALK (5') EAST SIDE- WIDENING TO 13' LNS LENGTH (mi): 0.6 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Culvert	PE ROW IMPL	\$64,640 \$0 \$757,005	\$64,640 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$757,005	\$0 \$0 \$0
			Federal: \$574,577 State: \$0 Local: \$247,068	TOTAL	\$821,645	\$64,640	\$0	\$757,005	\$0
				ESTIMATED TOTAL PROJECT COST: \$821,645					
8055-19 New	RICHMOND HEIGHTS LOVELLA AVENUE BRIDGE OVER CLAYTONIA CREEK REPLACE BRIDGE - SIDEWALKS (5') LENGTH (mi): 0.02 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Sidewalks	PE ROW IMPL	\$60,000 \$10,000 \$425,000	\$0 \$0 \$0	\$60,000 \$0 \$0	\$0 \$10,000 \$0	\$0 \$0 \$425,000
			Federal: \$388,000 State: \$0 Local: \$107,000	TOTAL	\$495,000	\$0	\$60,000	\$10,000	\$425,000
				ESTIMATED TOTAL PROJECT COST: \$495,000					

FISCAL YEARS 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8218-18 New	ST. LOUIS COUNTY 2019 ITS ADVANCED DETECTION IMPROVEMENTS 47 INTERSECTIONS THROUGHOUT NORTH AND CENTRAL COUNTY LENGTH (mi): 0 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement	PE ROW IMPL Federal: \$613,040 State: \$0 Local: \$153,260	\$75,900 \$0 \$690,400 TOTAL \$766,300	\$75,900 \$0 \$0 \$75,900	\$0 \$0 \$690,400 \$690,400	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$766,300				
8073-21 New	ST. LOUIS COUNTY BAYLESS AVENUE BRIDGE OVER GRAVOIS CREEK (APPROX 130' EAST OF I-55) REPLACE BRIDGE - SIDEWALK (6') LENGTH (mi): 0.04 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Sidewalks	PE ROW IMPL Federal: \$2,100,000 State: \$0 Local: \$1,254,000	\$382,100 \$53,500 \$2,918,400 TOTAL \$3,354,000	\$0 \$0 \$0 \$0	\$382,100 \$0 \$0 \$382,100	\$0 \$53,500 \$0 \$53,500	\$0 \$0 \$2,918,400 \$2,918,400
					ESTIMATED TOTAL PROJECT COST: \$3,354,000				
8221-20 New	ST. LOUIS COUNTY BERRY RD AT BIG BEND INTERSECTION IMPROVEMENTS LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Right-turn lanes Sidewalks	PE ROW IMPL Federal: \$521,920 State: \$0 Local: \$302,480	\$92,300 \$27,600 \$704,500 TOTAL \$824,400	\$92,300 \$0 \$0 \$92,300	\$0 \$27,600 \$0 \$27,600	\$0 \$0 \$704,500 \$704,500	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$824,400				
8075-21 New	ST. LOUIS COUNTY CREVE COEUR MILL ROAD - 2021 PRICHARD FARM RD TO APPROX 350' W/O MCKELVEY RD. RESURFACING - SLAB REPLACEMENT - FIBEROPTIC LENGTH (mi): 1.27 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmt Pedestrian Facility Misc traffic control items/TTS	PE ROW IMPL Federal: \$1,100,000 State: \$0 Local: \$1,251,100	\$173,000 \$195,600 \$1,982,500 TOTAL \$2,351,100	\$0 \$0 \$0 \$0	\$173,000 \$0 \$0 \$173,000	\$0 \$195,600 \$0 \$195,600	\$0 \$0 \$1,982,500 \$1,982,500
					ESTIMATED TOTAL PROJECT COST: \$2,351,100				
8077-21 New	ST. LOUIS COUNTY HANLEY ROAD - 2021 CANTON RD TO MO D (PAGE AVE) RESURFACING LENGTH (mi): 0.44 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmt Pedestrian Facility	PE ROW IMPL Federal: \$1,100,000 State: \$0 Local: \$901,000	\$153,600 \$87,400 \$1,760,000 TOTAL \$2,001,000	\$0 \$0 \$0 \$0	\$153,600 \$0 \$0 \$153,600	\$0 \$87,400 \$0 \$87,400	\$0 \$0 \$1,760,000 \$1,760,000
					ESTIMATED TOTAL PROJECT COST: \$2,001,000				

FISCAL YEARS 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8074-21 New	ST. LOUIS COUNTY MCKELVEY RD/BENNINGTON PL/AMELING RD - 2021 MCKELVEY/BENNINGTON - DORSETT TO AMELING; AMELING; BENNINGTON TO MCKELVEY - RESURFACING - SLAB REPL. LENGTH (mi): 0.8 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvm Resurfacing 3 Lane Pvm Pedestrian Facility Federal: \$1,000,000 State: \$0 Local: \$1,291,300	PE ROW IMPL TOTAL	\$166,600 \$216,400 \$1,908,300 \$2,291,300	\$0 \$0 \$0 \$0	\$166,600 \$0 \$0 \$166,600	\$0 \$216,400 \$0 \$216,400	\$0 \$0 \$1,908,300 \$1,908,300
					ESTIMATED TOTAL PROJECT COST: \$2,291,300				
8082-19 New	ST. LOUIS COUNTY MCKELVEY ROAD, PHASE 2 - 2021 GLENPARK DR TO CREVE COEUR MILL RD RESURFACING - SIDEWALK (5') E: SMOKE RISE TO CR. COEUR MILL LENGTH (mi): 0.95 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Pedestrian Facility Sidewalks Federal: \$1,128,610 State: \$0 Local: \$483,690	PE ROW IMPL TOTAL	\$172,400 \$123,500 \$1,316,400 \$1,612,300	\$0 \$0 \$0 \$0	\$172,400 \$0 \$0 \$172,400	\$0 \$123,500 \$0 \$123,500	\$0 \$0 \$1,316,400 \$1,316,400
					ESTIMATED TOTAL PROJECT COST: \$1,612,300				
8083-19 New	ST. LOUIS COUNTY MERAMEC BOTTOM ROAD BRIDGE OVER LEMAY CREEK (APPROX 1200' WEST OF I-55) REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Federal: \$1,095,200 State: \$0 Local: \$273,800	PE ROW IMPL TOTAL	\$152,300 \$53,500 \$1,163,200 \$1,369,000	\$0 \$0 \$0 \$0	\$152,300 \$0 \$0 \$152,300	\$0 \$53,500 \$0 \$53,500	\$0 \$0 \$1,163,200 \$1,163,200
					ESTIMATED TOTAL PROJECT COST: \$1,369,000				
8072-19 New	ST. LOUIS COUNTY US 67 (LINDBERGH) AT MO 340 (OLIVE) - SIDEWALK (6') SOUTH SIDE OF 340 REPLACE CLOVERLEAF WITH FOLDED DIAMOND INTERCHANGE LENGTH (mi): 0.75 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Interchange Revision Traffic Signals Pedestrian Facility Federal: \$4,000,000 State: \$0 Local: \$1,000,000	PE ROW IMPL TOTAL	\$600,000 \$0 \$4,400,000 \$5,000,000	\$0 \$0 \$0 \$0	\$600,000 \$0 \$0 \$600,000	\$0 \$0 \$4,400,000 \$4,400,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$5,000,000				
8085-21 New	ST. LOUIS COUNTY WASHINGTON STREET - 2021 RUE ST. PIERRE TO FATIMA CT RESURFACING LENGTH (mi): 1.42 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Pedestrian Facility Federal: \$1,100,000 State: \$0 Local: \$695,000	PE ROW IMPL TOTAL	\$205,800 \$17,500 \$1,571,700 \$1,795,000	\$0 \$0 \$0 \$0	\$205,800 \$0 \$0 \$205,800	\$0 \$17,500 \$0 \$17,500	\$0 \$0 \$1,571,700 \$1,571,700
					ESTIMATED TOTAL PROJECT COST: \$1,795,000				

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TRANSPORTATION IMPROVEMENT PROGRAM
 ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8090-19 New	TOWN & COUNTRY TOPPING ROAD CLAYTON RD TO TOPPING ESTATES / KENT MANOR DR RESURFACING - SHARED USE PATH (8') LENGTH (mi): 0.61 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Pedestrian Facility Bicycle Facilities Federal: \$814,400 State: \$0 Local: \$814,267	PE ROW IMPL TOTAL	\$183,739 \$120,000 \$1,324,928 \$1,628,667	\$0 \$0 \$0 \$0	\$183,739 \$0 \$0 \$183,739	\$0 \$120,000 \$0 \$120,000	\$0 \$0 \$1,324,928 \$1,324,928
ESTIMATED TOTAL PROJECT COST: \$1,628,667									
8092-19 New	UNIVERSITY CITY WESTGATE AVE DELMAR BLVD TO MO 340 (OLIVE BLVD) RESURFACING - UPGRADE SIDEWALK LENGTH (mi): 0.46 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility Lighting Federal: \$932,274 State: \$0 Local: \$983,068	PE ROW IMPL TOTAL	\$140,000 \$11,250 \$1,764,092 \$1,915,342	\$0 \$0 \$0 \$0	\$140,000 \$0 \$0 \$140,000	\$0 \$11,250 \$0 \$11,250	\$0 \$0 \$1,764,092 \$1,764,092
ESTIMATED TOTAL PROJECT COST: \$1,915,342									
8093-19 New	VALLEY PARK ST. LOUIS AVENUE, PHASE 2 THIRD ST TO SEVENTH ST RECONSTRUCTION - SIDEWALK (5') LENGTH (mi): 0.42 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Drainage Correction Sidewalks Federal: \$1,312,344 State: \$0 Local: \$328,086	PE ROW IMPL TOTAL	\$174,320 \$50,000 \$1,416,110 \$1,640,430	\$0 \$0 \$0 \$0	\$174,320 \$0 \$0 \$174,320	\$0 \$50,000 \$0 \$50,000	\$0 \$0 \$1,416,110 \$1,416,110
ESTIMATED TOTAL PROJECT COST: \$1,640,430									
8095-20 New	WEBSTER GROVES BIG BEND BOULEVARD SIDEWALK, PHASE 1 OAKWOOD AVE TO DALE AVE SIDEWALK (6') NORTH SIDE - LIGHTING LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Sidewalks Lighting Federal: \$247,730 State: \$0 Local: \$95,996	PE ROW IMPL TOTAL	\$34,063 \$0 \$309,663 \$343,726	\$34,063 \$0 \$0 \$34,063	\$0 \$0 \$0 \$0	\$0 \$0 \$309,663 \$309,663	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST: \$343,726									

FISCAL YEARS 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM
ATTACHMENT D - RECOMMENDED STP AND CMAQ PROJECTS

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2018-2021 TOTAL	2018	2019	2020	2021
8216-20 New	ST. LOUIS 7TH STREET WASHINGTON AVE TO WALNUT ST REPLACE TRAFFIC SIGNALS - SIGNAL INTERCONNECTION LENGTH (mi): 0.4 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Signal Timing Progression	PE ROW IMPL Federal: \$720,000 State: \$0 Local: \$280,000	\$100,000 \$0 \$900,000 TOTAL \$1,000,000	\$100,000 \$0 \$0 \$100,000	\$0 \$0 \$0 \$0	\$0 \$0 \$900,000 \$900,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,000,000				
8071-20 New	ST. LOUIS 7TH STREET WASHINGTON AVE TO WALNUT ST RESURFACING - SIDEWALKS - LIGHTING LENGTH (mi): 0.42 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Pedestrian Facility Resurfacing 2 Lane Pvmnt Streetscape Improvements	PE ROW IMPL Federal: \$1,680,000 State: \$0 Local: \$570,000	\$150,000 \$0 \$2,100,000 TOTAL \$2,250,000	\$150,000 \$0 \$0 \$150,000	\$0 \$0 \$0 \$0	\$0 \$0 \$2,100,000 \$2,100,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,250,000				
8056-19 New	ST. LOUIS COMPTON AVENUE BRIDGE CHOUTEAU AVE TO I-64 REPLACE BRIDGE - PRELIMINARY ENGINEERING LENGTH (mi): 0.41 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Preliminary Engineering Land Acquisition Replace Bridge(s)	PE ROW IMPL Federal: \$2,000,000 State: \$0 Local: \$500,000	\$1,500,000 \$1,000,000 \$0 TOTAL \$2,500,000	\$0 \$0 \$0 \$0	\$1,500,000 \$0 \$0 \$1,500,000	\$0 \$1,000,000 \$0 \$1,000,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,500,000				
8217-18 New	ST. LOUIS JEFFERSON AVENUE MARKET ST TO NATURAL BRIDGE AVE REPLACE TRAFFIC SIGNALS - SIGNAL INTERCONNECTION LENGTH (mi): 1.9 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Signal Timing Progression	PE ROW IMPL Federal: \$2,576,000 State: \$0 Local: \$644,000	\$320,000 \$200,000 \$2,700,000 TOTAL \$3,220,000	\$320,000 \$0 \$0 \$320,000	\$0 \$200,000 \$0 \$200,000	\$0 \$0 \$2,700,000 \$2,700,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$3,220,000				