

# Transportation Alternatives Program

2020 Call for Projects

For the St. Louis Region

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**Applications Due: Thursday, August 20, 2020 by 4:00 PM**



**EAST-WEST GATEWAY**  
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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## INTRODUCTION

This workbook is intended to provide information and reference material to assist local governments in completing applications for Transportation Alternatives Program (TAP) funding available through the East-West Gateway Council of Governments (EWG). TAP provides funding for a variety of transportation projects such as pedestrian and bicycle facilities, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. This program does not fund traditional roadway projects or provide maintenance funding for these facilities. This program is funded through the Federal Highway Administration (FHWA).

## BACKGROUND

The former Transportation Enhancements (STP-E) program was originally authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through four successive laws: the 1998 Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), and the 2015 Fixing America's Surface Transportation (FAST) Act. MAP-21 replaced the former STP-E program with TAP and consolidated most of the activities previously funded under the STP-E program with the Safe Routes to School (SRTS) program. In the FAST Act, TAP has become a set-aside of the Surface Transportation Block Grant Program. EWG will continue to refer to the program as "TAP," instead of the "Surface Transportation Block Grant Transportation Alternatives Set-Aside," which is how TAP was renamed in the FAST Act.

## POLICY FRAMEWORK

A Metropolitan Planning Organization (MPO) is required to develop fiscally constrained long-range transportation plans and a short-range Transportation Improvement Program (TIP). EWG, as the designated MPO for the St. Louis region, selects projects in accordance with the principles and framework identified in the long-range transportation plan, *Connected2045*<sup>1</sup> (adopted June 2019). The TIP<sup>2</sup> contains the financial and implementation schedule for all projects receiving federal transportation funding, including TAP funds.

The EWG Bicycle Planning Guide<sup>3</sup>, released in 2018, places emphasis on evaluating the level of stress of bicycling environments and developing context-sensitive solutions. It provides guidance for communities in selecting appropriate bicycle facility types and growing their bicycle network. Although the guide is focused on bicycle-specific improvements, the level of stress concept applies to pedestrian facilities and environments as well. Level of stress relates to the comfort and ease of using a facility for different types of users. Low-stress bicycle and pedestrian facilities attract users of all ages and abilities because they are safe, comfortable, and convenient. Examples of low-stress facilities include shared-use paths, sidewalks buffered from high-speed traffic, physically separated bike lanes, and calm streets that include traffic-calming elements. Characteristics of the roadway, such as average speeds, traffic volumes, and number or width of lanes, all impact level of stress. For instance, a standard bike lane might be considered low-stress on a two-lane street in a quiet neighborhood, but will be much higher stress on a busy four-lane road with substantial commercial activity. Developing context-sensitive facilities is essential to ensuring facilities are low-stress and appropriate for the surrounding land uses and environment.

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<sup>1</sup> *Connected2045*: <https://bit.ly/3b3y7Q3>

<sup>2</sup> Current TIP: <https://bit.ly/2YtXYy6>

<sup>3</sup> Bicycle Planning Guide: <https://bit.ly/2SHJmaN>

## NATIONAL GUIDELINES AND STANDARDS

The FHWA released a memorandum (August 2013) expressing support for a *flexible approach* to bicycle and pedestrian facility design. The memo supports the use of the National Association of City Transportation Officials' (NACTO) *Urban Bikeway Design Guide* and the Institute of Transportation Engineers' (ITE) *Designing Urban Walkable Thoroughfares*, in addition to AASHTO's bicycle and pedestrian facility design guides, in the development of non-motorized transportation networks.

The FHWA encourages the appropriate use of these guides to help fulfill the aims of the 2010 United States Department of Transportation (DOT) Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, which states:

*"...DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate."*

A list of bicycle and pedestrian resources is included in [Appendix A](#).

## MPO BOUNDARY

Eligible applicants located within EWG's MPO boundary may submit projects for consideration. This includes the entirety of Franklin, Jefferson, St. Charles, and St. Louis counties and the City of St. Louis in Missouri, and Madison, Monroe, and St. Clair counties in Illinois.

## ELIGIBLE APPLICANTS

Eligible applicants include municipalities, counties, and transportation-related government agencies, such as Bi-State Development/Metro, Madison County Transit District, St. Clair County Transit District, Great Rivers Greenway, and Metro East Park and Recreation District. School districts and non-profit schools can apply for SRTS non-infrastructure projects only. Other agencies, such as not-for-profit organizations, may partner as secondary sponsors with any eligible applicants listed above.

## AVAILABLE FUNDING

TAP funds from FY 2022, FY 2023, and FY 2024 will be programmed. For this project solicitation, EWG anticipates the following funding targets:

**Illinois:** Approximately \$1.3 million

**Missouri:** Approximately \$10.5 million

Please note that these funds are an estimated allotment and are subject to change.

## FUNDING LIMITS

There is not a maximum dollar limit on the cost for TAP projects. However, given the limited amount of federal funds available, projects that request TAP funding in excess of \$500,000 in Illinois and \$1,500,000 in Missouri should indicate in the application if the project can be broken down into constructible segments. Please include the amount for each segment in the cost estimate, as well as a financial plan for each segment. For SRTS non-infrastructure, TAP federal funding should not be less than \$20,000 and not exceed \$100,000.

It is important to establish logical termini for each constructible segment. For bicycle and pedestrian facilities, logical termini usually represent a roadway intersection, connection with another facility,

or delivery to a destination. Having logical beginning and ending termini creates independent utility, or a usable facility, even if the project is not expanded in future phases.

Sponsors must contact EWG staff by August 5, 2020 if they are going to submit a project broken into constructible segments. This will ensure the financial plan and cost estimate is developed correctly.

### MATCH REQUIREMENTS

For projects in Missouri, a local match is required to pay for at least 20% of the total eligible project cost for each phase of work (i.e., preliminary engineering, right-of-way acquisition, construction engineering, and construction). For projects in Illinois, a local match is required to pay for at least 50% for right-of-way acquisition, and at least 20% for preliminary engineering, construction engineering, and construction.

Local public agencies must have sufficient funds available to pay for the non-federal share of project expenditures. If the applicant expects any other agency to provide part of the local match, the applicant must include a letter from the other agency agreeing to financially participate and approving the scope of work.

Use of in-kind donations from third-parties in lieu of local funds for match will be considered on a case-by-case basis. Third-party donations could include materials, land, or services that will be incorporated into the project. Federal requirements may restrict the situations in which in-kind donations for match can be used. Sponsors must identify on the application form if use of in-kind donations for match is requested. The respective state department of transportation, on behalf of FHWA, must approve the use of in-kind donations in lieu of local funds for match prior to performing reimbursable work. The respective state department of transportation will work with sponsors to establish the eligibility and value of in-kind donations.

### FUNDING TYPE

TAP is a federal reimbursement program. Funding recipients must have the capacity to cover project costs from the beginning of the project to implementation. Funding recipients will enter into funding agreements with their respective state department of transportation and eligible expenses will be reimbursed once the project sponsor has submitted all required documentation.

Keep in mind that the federal funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess of the federal funding allocated to the project. Therefore, it is important to develop a good estimate for the project application. Any work begun prior to state department of transportation approval will not be federally reimbursed.

### APPLICATION FEE

An application fee is required for each project that is submitted for consideration. The application fee is ½ of 1% of the federal funds being requested. For example, a sponsor requesting \$350,000 in federal funding would be required to pay a \$1,750 application fee. If the project is not recommended for funding, the application fee will be refunded. Counties make annual contributions to EWG and, as such, a credit equal to their annual contribution is applied against their application fee. Counties will be invoiced for any amount above the annual contribution credit.

### PROJECT DEVELOPMENT SCHEDULE

TAP funds may be programmed in FY 2022, FY 2023, and FY 2024. No more than one federally reimbursable phase of work (i.e., preliminary engineering, right-of-way acquisition, and construction engineering/construction) can be scheduled in the same fiscal year. Preliminary engineering funds

are available in FY 2022, right-of-way funds in FY 2022 or FY 2023, and construction/construction engineering funds in FY 2022, FY 2023, or FY 2024.

### PROJECT DEVELOPMENT GUIDANCE

IDOT and MoDOT have both developed separate guides for project sponsors using federal transportation funds.

**Illinois:** The IDOT Bureau of Local Roads and Streets Manual is available at: <http://bit.ly/2jbOu6o>

**Missouri:** The MoDOT Local Public Agency (LPA) Policy is available at: <http://bit.ly/1Fzw139>

### COORDINATION BETWEEN AGENCIES

Sponsors need to coordinate with other affected agencies in the project limits.

- The applicant must include a letter from the agency with jurisdiction over the facility (if different than the applicant) stating its approval and cooperation on the project.
- Requests for letters of support for projects that impact MoDOT facilities must be submitted to the MoDOT Area Engineer by July 20, 2020. A checklist outlining the minimum project information to be submitted with the support letter request is available from MoDOT's Area Engineer. MoDOT may withhold letters of support if the project sponsor fails to adequately address impacts to MoDOT's facilities.
- Requests for letters of support that impact IDOT facilities must be submitted to the Local Roads Field Engineer by July 20, 2020. IDOT may withhold letters of support if the project sponsor fails to adequately address impacts to IDOT's facilities.
- If the project is on a transit route and the project impacts transit stops along the corridor, provide a letter from the transit agency with their review and comments on the project. Requests for letters of support must be submitted to the transit agency by July 20, 2020. Please contact EWG staff for contacts at these agencies.
- If the sponsor is submitting a joint application with an adjoining jurisdiction, one agency may submit the application as the primary sponsor. A letter of support (both project and financial) to document participation is required from the adjoining jurisdiction.

### FEDERAL FUNCTIONAL CLASSIFICATION

TAP funding has no restriction on use based on roadway functional classification. However, the project must be non-recreational and relate to surface transportation.

### PROJECT ELIGIBILITY

Projects must have a direct relationship to surface transportation and funding may be used for any phase of the project, including preliminary engineering, right-of-way acquisition, construction engineering, and/or construction. **Appendix B** contains examples of projects that are eligible to receive TAP funding. Eligible activities under TAP includes:

1. Transportation Alternatives as defined in section 101 [former 23 U.S.C. 101(a)(29)]:
  - a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
  - b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

- c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
  - d. Construction of turnouts, overlooks, and viewing areas.
  - e. Community improvement activities, which include but are not limited to:
    - i. Inventory, control, or removal of outdoor advertising;
    - ii. Historic preservation and rehabilitation of historic transportation facilities;
    - iii. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
    - iv. Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
  - f. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
    - i. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or
    - ii. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats (Former 23 U.S.C. 213(b)(2)-(4).
2. The Safe Routes to School (SRTS) Program eligible projects and activities listed in section 1404(f) of SAFETEA-LU.
- a. Infrastructure Related Projects –
    - i. The planning, design, and construction or infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including: sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycling crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
  - b. Non-Infrastructure Related Activities –
    - i. Activities to encourage walking and bicycling to school, including: public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers or coordinators of safe routes to school programs.

### INELIGIBLE ACTIVITIES

Items not eligible for TAP funding include:

- Safety and educational activities for pedestrians and bicyclists, **except** activities targeting children in Kindergarten through 8<sup>th</sup> grade, which are eligible under SRTS.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs, including visitor, historic sites, or safety rest areas.
- Landscaping<sup>4</sup> and other scenic beautification as independent projects. However, landscaping and scenic enhancement features are eligible as part of any federal-aid highway project under 23 U.S.C. 319, including TAP funded projects.

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<sup>4</sup> Landscaping and scenic beautification are no longer eligible to be the focus of a project; however, landscaping may be done as a complement to, or incidental component of, any highway project, including TAP projects. While there is little flexibility, landscaping should generally be immediately adjacent to infrastructure improvements and reasonable in terms of expanse and cost.

- Historic preservation as an independent activity unrelated to historic transportation facilities.
- Operation of historic buildings, structures, or facilities.
- Archaeological planning and research undertaken for proactive planning. This category can only be used as mitigation for highway projects.
- Transportation museums.

### EXCLUDED USES

Projects will be rejected if the application includes any ineligible items. If there is any doubt about an item, please contact EWG staff for clarification. TAP funds cannot be used for the following:

- Recreational projects, such as pedestrian or bicycle loops around ball fields, parks, lakes, or other public areas.
- Playground equipment, sports fields, campgrounds, picnic areas, and pavilions.
- Roadway resurfacing or reconstruction.
- Lighting that is not pedestrian scale (i.e., street lighting).
- Rip-rapping for water runoff as an independent project.
- Hardscapes (e.g., monuments/statues, welcome/gateway signs, water fountains, towers, flag poles).
- Routine maintenance and operations, including incidental (e.g., grass cutting, tree pruning, tree removal, soil stabilization, noise barriers, drainage improvements).
- Developing ADA Transition Plans.

### OTHER ELIGIBILITY REQUIREMENTS

To sponsor a TAP project, an applicant must follow the state and federal rules for using federal funds. A TAP project must adhere to the following guidelines:

- The project must meet at least one of the eligible TAP activities, or eligible under the SRTS program.
- For SRTS non-infrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (Kindergarten through 8<sup>th</sup> grade). Other eligible SRTS non-infrastructure activities do not have a location restriction.
- The project must have a direct relationship to an intermodal transportation system in terms of function, impact, and/or proximity.
  - **Function:** The project has a functional relationship to the transportation system (e.g., the construction of bicycle or pedestrian facilities).
  - **Impact:** The project has a physical impact on the transportation system (e.g., creating a wetland to filter water runoff from the highway). Projects with this type of transportation relationship are usually associated with ongoing or planned highway projects.
  - **Proximity:** The project is adjacent to or is in close proximity to the transportation system and is visible to the general public (e.g., construction of an overlook, removal of outdoor advertising). Proximity alone is not enough to establish the relationship to surface transportation.
- All applicants are required by law to comply with the Americans with Disabilities Act (ADA) of 1990 and Title VI of the Civil Rights Act of 1964.
- All projects sponsors are required by law to comply with Buy America.
- The funded activities must be accessible to the general public or targeted to a broad segment of the population.
- The funded activity must provide public access for at least 25 years. The property must be either owned by the project sponsor or involve a permanent lease.

- The project sponsor must demonstrate adequate plans for and commit to ongoing maintenance costs for the expected life of the project, which should be at least 25 years.
- The project sponsor must indicate the Person of Responsible Charge for each phase of work.

### SCHEDULE

The schedule for the EWG process to solicit, review proposals, and select projects for funding is provided below. The submission deadline will not change, but the dates of other steps in the process may be subject to change.

<b>Date 2020</b>	<b>Activity</b>
June 4	Call for proposals – TAP application forms posted online
June 4 – August 20	EWG staff is available to assist applicants as needed
June 11	Project Development Workshop ( <i>optional to attend</i> )
July 9	Preliminary applications due ( <i>optional to submit</i> )
Early July	Project Review Workshop ( <i>optional to attend</i> )
July 23	Preliminary application comments returned
August 20	Deadline for receipt of complete applications
<b>Date 2021</b>	<b>Activity</b>
Early January	Missouri/Illinois Transportation Planning Committee meeting – project recommendations for inclusion in TIP
January 29 – February 26	Public comment period
March 31	EWG Board of Directors meeting – amended to TIP

### EVALUATION CRITERIA AND REVIEW PROCESS

EWG staff will review and evaluate all completed applications received by the application deadline. The criteria that will be used to evaluate TAP projects are available in [Appendix C](#) of this Project Development Workbook. The evaluation and scoring of all submitted projects will be based on the answers provided in the application. A project’s suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies.

Once EWG staff has reviewed, evaluated, and ranked the TAP projects, projects recommended for funding are presented to the Transportation Planning Committee and the Board of Directors for approval. Approved projects are then incorporated in the TIP. The TIP is reviewed by the FHWA and the Federal Transit Administration (FTA) in consultation with the Environmental Protection Agency to determine project eligibility and compliance with air quality requirements. After the approval of the TIP by these federal agencies, projects included therein are eligible to receive federal funds. Project sponsors then work directly with their respective state department of transportation or federal agency to arrange for reimbursement of project expenses.

### DEADLINE, APPLICATION DOCUMENT, AND SUBMISSION INSTRUCTIONS

The call for projects begins June 4, 2020 and ends on August 20, 2020 at 4:00 p.m. Applications received after the deadline will not be accepted. Applications sent by mail must be postmarked by August 20, 2020.

The TAP Project Development Workbook and TAP application forms are available for download from the EWG TAP Call for Projects web page: [www.ewgateway.org/TAPCall](http://www.ewgateway.org/TAPCall).

There are three separate project application forms, depending on project type:

- Bicycle and pedestrian facilities, including SRTS infrastructure
- SRTS non-infrastructure activities
- Community improvement and environmental mitigation activities

The application forms are provided in PDF format and allow applicants to fill-out the necessary information. **Please save the application to your computer before filling out the necessary information.** Rename the PDF file using the following format: 2020TAP\_[Sponsor]\_[Project Name].pdf. Viewing and utilizing the applications will require the installation of Adobe Reader. A free download of the software can be obtained here: <http://get.adobe.com/reader/>. You may attach additional pages to the application if necessary to address questions in the application.

To apply, email the completed application and necessary attachments to EWG at [TAP@ewgateway.org](mailto:TAP@ewgateway.org). The electronic submission must include scanned signatures. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff. Note that hard copies cannot be accepted as East-West Gateway's offices are currently closed.

Applicants must also the application fee by mail, by September 10, 2020 to:

East-West Gateway Council of Governments  
Attention: Transportation Planning Department – TAP  
Gateway Tower  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451

#### PRELIMINARY APPLICATIONS

Project sponsors wanting feedback on applications may submit a preliminary copy by July 9, 2020 to EWG at [TAP@ewgateway.org](mailto:TAP@ewgateway.org). EWG staff will review the applications submitted and will return comments by email by July 23, 2020. If a preliminary application is submitted for feedback, a final application must still be submitted by August 20, 2020.

#### QUESTIONS? CONTACT INFORMATION

If you have any questions, contact:

Melissa Theiss, Bicycle, Pedestrian, and Accessibility Transportation Planner  
East-West Gateway Council of Governments  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451  
Phone MO: (314) 421-4220  
Phone IL: (618) 274-2750  
E-mail: [TAP@ewgateway.org](mailto:TAP@ewgateway.org)

**[Applications are due Thursday, August 20, 2020 by 4:00 PM](#)**

## APPENDIX A. BICYCLE AND PEDESTRIAN RESOURCES

### NATIONAL GUIDELINES AND STANDARDS

American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012, 4<sup>th</sup> Edition) – AASHTO is a not-for-profit, nonpartisan association representing state highway and transportation departments. It publishes a variety of planning and design guides, including the 2012 AASHTO Guide for the Development of Bicycle Facilities. The Guide provides detailed planning and design guidelines on how to accommodate bicycle travel and operation in most riding environments. It covers the planning, design, operation, maintenance, and safety of on-road facilities, shared use paths, and parking facilities. Flexibility is provided through ranges in design values to encourage facilities that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists. The AASHTO Bicycle Guide can be purchased at: <https://bit.ly/3dRnh1i>

AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (July 2004) – This pedestrian guide provides guidelines for the planning, design, operation, and maintenance of pedestrian facilities, including signals and signing. The Guide recommends methods for accommodating pedestrians, which vary among roadway and facility types, and addresses the effects of land use planning and site design on pedestrian mobility. The AASHTO Pedestrian Guide can be purchased at: <https://bit.ly/3bJjmT0>

National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2014, 2<sup>nd</sup> Edition) – NACTO is a non-profit association that represents large cities on transportation issues of local, regional, and national significance. The NACTO Urban Bikeway Design Guide is based on the experience of the best cycling cities in the world. Most of these treatments are not directly referenced in the current version of the AASHTO Guide to Bikeway Facilities, although they are virtually all (with two exceptions) permitted under the Manual on Uniform Traffic Control Devices (MUTCD). The NACTO Urban Bikeway Design Guide can be viewed at: <http://bit.ly/1IWnMzZ>

Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010) – The FHWA supported the production of the ITE Report due to widespread interest for improving both mobility choices and community character through a commitment to creating and enhancing walkable communities. The Report describes the relationship, compatibility, and trade-offs that may be appropriate when balancing the needs of all users, adjoining land uses, environment, and community interests when making decisions in the project development process. The ITE Guide can be downloaded at: <http://bit.ly/2oC7sCO>

### ADDITIONAL RESOURCES

NACTO Urban Street Design Guide (2013) – The NACTO Urban Street Design Guide gives an overview of the principles that cities are using to make streets safer and more livable. Many of the treatments in the NACTO Guide are compatible with the AASHTO Guide and demonstrate new and innovative solutions for the urban environment. The NACTO Guide can be downloaded at: <http://bit.ly/1poWSNg>

FHWA Bikeway Selection Guide (2019) – The FHWA Bikeway Selection Guide is a resource to help transportation practitioners consider and make informed trade-off decisions relating to the selection of bikeway types. The Guide focuses on safety, but it also emphasizes the importance of low stress bikeways to appeal to a broad spectrum of bicyclists. The FHWA Bikeway Selection Guide can be downloaded at: <https://bit.ly/3b2w7aV>

[FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#) (2018) – This document was produced as part of the Safe Transportation for Every Pedestrian (STEP) program. STEP is part of the fourth round of Every Day Counts. STEP's purpose is to help transportation agencies address crashes by promoting countermeasures with known safety benefits at uncontrolled crossing locations. The Guide can be downloaded at: <https://bit.ly/2W2Je7B>

FHWA has also produced STEP countermeasure tech sheets (the STEP “Spectacular Seven” Countermeasures), which can be downloaded at <https://bit.ly/3ffZj1o>

[Crosswalk Visibility Enhancements](#)  
[Leading Pedestrian Interval \(LPI\)](#)  
[Pedestrian Hybrid Beacon \(PHB\)](#)  
[Pedestrian Refuge Island](#)  
[Raised Crosswalk](#)  
[Road Diet](#)  
[Rectangular Rapid Flashing Beacon](#)

[FHWA Small Town and Rural Multimodal Networks](#) (2016) – The FHWA Small Town and Rural Multimodal Networks document is intended to be a resource for transportation practitioners in small towns and rural communities. It applied existing national design guidelines in a rural setting and highlights small town and rural case studies. The FHWA Small Town and Rural Multimodal Networks document can be downloaded at: <http://bit.ly/2no1HZw>

[FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts](#) (2016) – The FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts document is a resource for practitioners seeking to build multimodal transportation networks. The publication highlights ways that planners and designers can apply the design flexibility found in current national design guidance to address common roadway design challenges and barriers. The FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts document can be downloaded at: <http://bit.ly/2nnPx2F>

[FHWA Separated Bike Lane Planning and Design Guide](#) (2015) – The FHWA Separated Bike Lane Planning and Design Guide outlines planning considerations for separated bike lanes and provides a menu of design options covering typical one and two-way scenarios. The FHWA Separated Bike Lane Guide can be downloaded at: <http://bit.ly/2nbptHd>

## APPENDIX B. PROJECT EXAMPLES

Examples of projects that may be considered eligible include, but not limited to:

1. Pedestrian and Bicycle Facilities
  - a. New or reconstructed sidewalks, walkways, or curb ramps
  - b. Bicycle lane striping
  - c. Wide paved shoulders
  - d. Bicycle parking and bus racks
  - e. New or reconstructed off-road trails
  - f. Bicycle and pedestrian bridges and underpasses
2. Safe Routes for Non-Drivers
  - a. Planning for pedestrian and bicycle activities
  - b. Improve the ability of non-drivers to access daily needs, such as schools, clinics, libraries, markets, and public transportation
  - c. Educational programs relating to children in grades K-8
  - d. Construction or reconstruction of sidewalks, transit shelters, and transit stops
3. Conversion of Abandoned Railway Corridors to Trails
  - a. Planning, designing, and constructing multi-use trails along a railroad right-of-way
  - b. Major reconstructions of multi-use trails along a railroad right-of-way
  - c. Developing rail-with-trail projects
  - d. Purchasing unused railroad property for reuse
4. Scenic Turnouts and Overlooks
  - a. Construction of turnouts and overlooks
5. Outdoor Advertising Management
  - a. Billboard inventories, including those done with GIS/GPS
  - b. Removal of illegal and non-conforming billboards
6. Historic Preservation and Rehabilitation of Historic Transportation Facilities
  - a. Restoration and reuse of historic buildings with strong link to transportation history
  - b. Restoration and reuse of historic buildings for transportation related purposes
  - c. Interpretive displays at historic sites
  - d. Access improvements to historic sites and buildings
  - e. Restoration of railroad depots, bus stations, and lighthouses
  - f. Rehabilitation of rail trestles, tunnels, bridges, and canals
7. Vegetation Management
  - a. Clearing low-hanging branches or other vegetation encroaching on a travel corridor
  - b. Landscaping to improve sightlines or other safety considerations
  - c. Planting grasses or wildflowers to manage erosion along transportation corridors
8. Archaeological Activities
  - a. Research, preservation planning, and interpretation
  - b. Developing interpretive signs, exhibits, and guides
  - c. Inventories and surveys
9. Stormwater Mitigation
  - a. Detention and sediment basins
  - b. Stream channel stabilization
  - c. Storm drain stenciling and river clean-ups
  - d. Water pollution studies
10. Wildlife Management
  - a. Wetlands acquisition and restoration
  - b. Stream channel stabilization
  - c. Wildlife underpasses or overpasses which may include bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity
  - d. Monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality

## APPENDIX C. SCORING CRITERIA

### **Bicycle and Pedestrian Facility Scoring Criteria**

The following criteria will be used to evaluate all bicycle and pedestrian projects, including SRTS infrastructure projects. SRTS non-infrastructure has separate criteria, which is described under the SRTS non-infrastructure project criteria.

<b>Project Match: 3 points</b>	
3	35% local match or greater
2	30% - 34.9%
1	25% - 29.9%
0	20.1% - 24.9%
<b>Environmental Justice (EJ): 5 points (see map on page 15)</b>	
5	Minority or poverty tract
3	Zero car or disability tract
1	Elderly tract
0	Not located in an EJ tract
<b>Planning: 5 points</b>	
5	Project is cited as a priority in an adopted plan, and plan was developed and adopted on or after January 1, 2015 (submit applicable pages from plan)
4	Project is cited as a priority in an adopted plan, and plan was developed and adopted prior to January 1, 2015 (submit applicable pages from plan)
3	Project is consistent with planning document (submit applicable pages from plan)
2	The municipality has a Complete Streets ordinance or policy (submit ordinance or policy)
0	Project is not consistent or not mentioned in a locally adopted plan, or is a stand-alone, isolated idea
<b>Multi-jurisdictional Projects: 2 points</b>	
2	Project constructed in multiple jurisdictions (letter of support required)
0	Project constructed in one jurisdiction
<b>Land Use - Population and Employment Index (PEI) ½ mile buffer: 10 points (see map on page 16)</b>	
10	PEI 3+
8	PEI 2 - 2.9
6	PEI 1 - 1.9
4	PEI 0.1 - 0.9
2	PEI = 0
<b>Schools (K-12; university): 5 points</b>	
5	Within ¼ mile and there is contiguous sidewalk from end of project limits to school
3	Within ½ mile and there is contiguous sidewalk from end of project limits to school
1	Within ½ mile
0	Not within ½ mile
<b>Community Resources: 5 points (see examples on page 14)</b>	
5	Direct access to multiple
3	Direct access to one
1	Within ½ mile
0	Not within ½ mile
<b>Tourism, Cultural or Environmental Resources: 3 points</b>	
3	Direct access or project is on a "Main Street"
1	Within ½ mile
0	Not within ½ mile
<b>System Connectivity: 25 points (see examples on page 14)</b>	
25	New facility provides a high level of connectivity
23	Upgrade provides a high level of connectivity
20	New facility provides a medium level of connectivity
18	Upgrade provides a medium level of connectivity
15	New facility provides a low level of connectivity
13	Upgrade provides a low level of connectivity
5	No connectivity

<b>Safety: 8 points</b> (see FHWA proven bicycle/pedestrian or STEP "Spectacular Seven" countermeasures below)	
8	High speed/volume corridor (e.g., arterial or major collector roadway) has locations with documented pedestrian or bicycle crashes (2014-2019) and project addresses the safety issue with FHWA proven bicycle/pedestrian countermeasure(s) or STEP "Spectacular Seven" countermeasure(s)
6	Low speed/volume corridor (e.g., local or minor collector roadway) has locations with documented pedestrian or bicycle crashes (2014-2019) and project addresses the safety issue with FHWA proven bicycle/pedestrian countermeasure(s) or STEP "Spectacular Seven" countermeasure(s)
4	No crashes (undocumented), but project includes preventive FHWA proven bicycle/pedestrian countermeasure(s) or STEP "Spectacular Seven" countermeasure(s)
0	No crashes and no FHWA/STEP bicycle or pedestrian countermeasure
<b>Barrier Elimination: 2 points</b>	
2	Removal of total barrier (i.e., a person physically cannot get to a location by walking or bicycling; there is no other reasonably direct, suitable route alternative within a ¼ mile radius)
1	Removal of minor barrier (i.e., a person must take a less direct route than desirable, within a ¼ mile radius)
0	Does not eliminate barrier or no barrier present
<b>Facility Measure: up to 25 points</b> (see examples on page 15)	
Up to 25	The before level of traffic stress will be evaluated, followed by a prospective evaluation of the post-project level of traffic stress. The difference between these two conditions will provide a measure of the magnitude of improvements. The difference between these two conditions will be multiplied by 5, for a total of 25 possible points. Low stress - - 5 Medium-low stress - - 4 Medium stress - - 3 Medium-high stress - - 1 High stress - - 0
<b>Environmental Quality: 2 points</b>	
2	Multiple green infrastructure elements <a href="https://www.epa.gov/green-infrastructure/what-green-infrastructure">https://www.epa.gov/green-infrastructure/what-green-infrastructure</a>
1	One element
0	None
100	Total Points

#### Community Resources examples

Bus stop/transit station, park, full service grocery, civic building, library, health care, recreation center

#### FHWA Proven Bicycle/Pedestrian Countermeasures <https://safety.fhwa.dot.gov/provencountermeasures/>

Leading pedestrian intervals, medians and pedestrian crossing islands in urban and suburban areas, pedestrian hybrid beacons (PHBs), road diets/reconfigurations, traffic calming measures

#### STEP "Spectacular Seven" Countermeasures [https://safety.fhwa.dot.gov/ped\\_bike/step/](https://safety.fhwa.dot.gov/ped_bike/step/)

Road diets, pedestrian hybrid beacons (PHBs), pedestrian refuge islands, raised crosswalks, crosswalk visibility enhancements (e.g., high-visibility crosswalk markings, Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line, In-Street Pedestrian Crossing sign, crosswalk lighting), Rectangular Rapid Flashing Beacons (RRFB), leading pedestrian intervals

Points assigned based on the application of countermeasure(s) and the speed, volume, and configuration of the roadway. For example: for a four-lane roadway with an AADT exceeding 9,000 at 40 mph, a marked midblock high visibility crosswalk alone is insufficient and the treatment should occur in conjunction with other substantial safety and crossing improvements.

#### System Connectivity examples

**High** - - sidewalk is connected to continuous sidewalks where there are significant opportunities for pedestrians to reach destination(s), bike facility closes a gap between two existing bicycle facilities, project provides a large coverage area for pedestrian/bicycle travel

**Medium** - - project connects on one end to an existing bicycle facility, sidewalk provides some opportunities for pedestrians, but adjacent physical gaps are still present where pedestrian travel is reasonably expected

- Low** - - no physical connections are established to existing facilities, but existing facility is within a ½ mile radius
- None** - - project is isolated with no existing facility within a ½ mile radius

Facility Measure examples

**Low stress** - - Bicycle: physically separated bikeways, including shared use paths (10' to 14') and separated bicycle lanes; calm street treatments on roads at ≤ 25 mph or < 3,000 AADT. Pedestrian: sidewalks on both sides of the road (if demand is present; if demand is not present, sidewalk may be provided on one side of the road); sidewalks are the preferred width for street type (≥ 6'); appropriate buffers (e.g., parked cars/landscaping/protected bike lanes) between pedestrians and motor traffic on higher speed/volume roads (e.g., major collectors/arterials); large sidewalk obstructions are absent in pedestrian through zone (e.g., lighting, utility poles).

**Medium-low stress** - - Bicycle: shared use paths (8' to < 10'); buffered bike lanes on roads at ≤ 35 mph. Pedestrian: bare minimum sidewalk widths on both sides of the road (5').

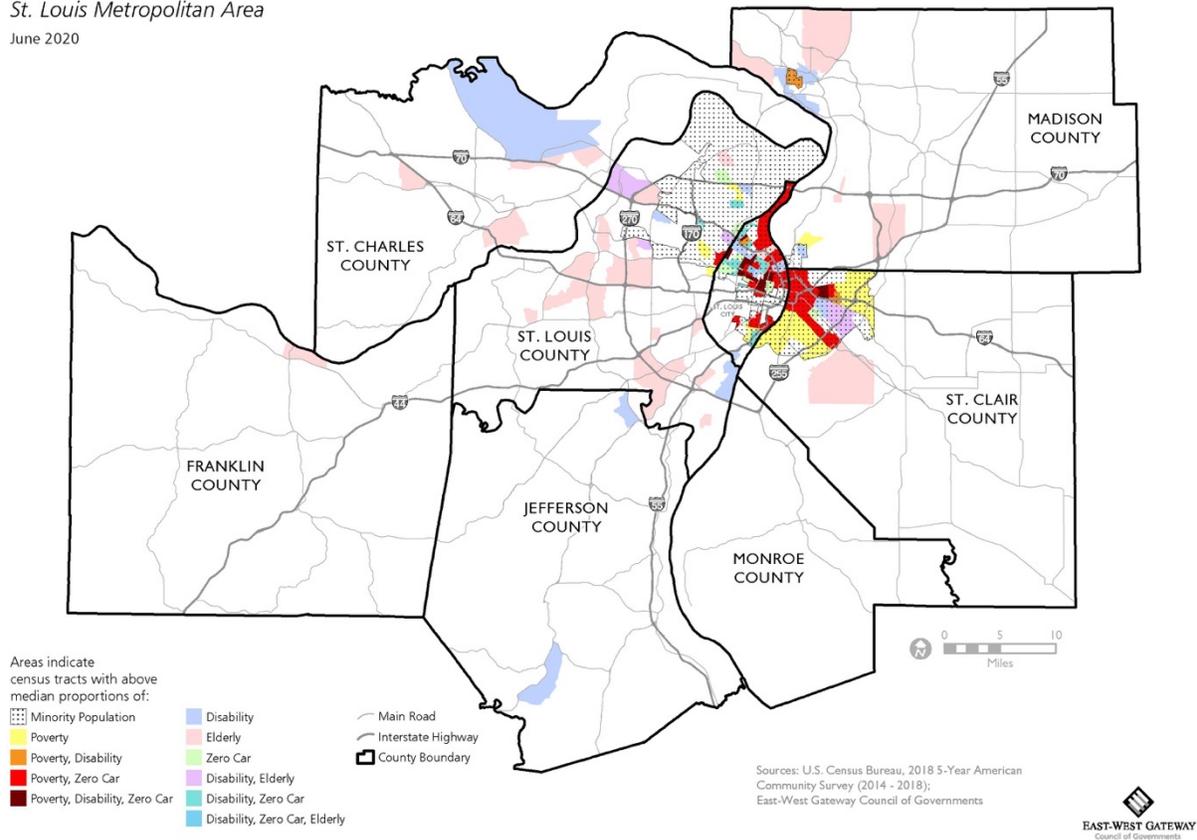
**Medium stress** - - Bicycle: conventional bike lanes on roads at ≤ 30 mph; buffered bike lanes on roads at 40 mph. Pedestrian: sidewalks on one side of local/collector road.

**Medium-high stress** - - Bicycle: existing mixed traffic at ≤ 25 mph or <3,000 AADT; conventional bike lanes on roads at 35 mph; buffered bike lanes on roads at 45 mph. Pedestrian: new/upgraded sidewalks on one side of arterial.

**High stress** - - Bicycle: non-existent bike facilities on roads at ≥ 30 mph or ≥ 3,000 AADT; existing high stress facility; "Share the Road" or "Bikes May Use Full Lane" signage where not warranted; conflicts with intersections and driveways along a shared use path. Pedestrian: non-existent pedestrian facilities; existing sidewalks that are in poor condition or non-ADA compliant; lighting/utility obstructions in pedestrian path.

## Environmental Justice Population by Census Tract

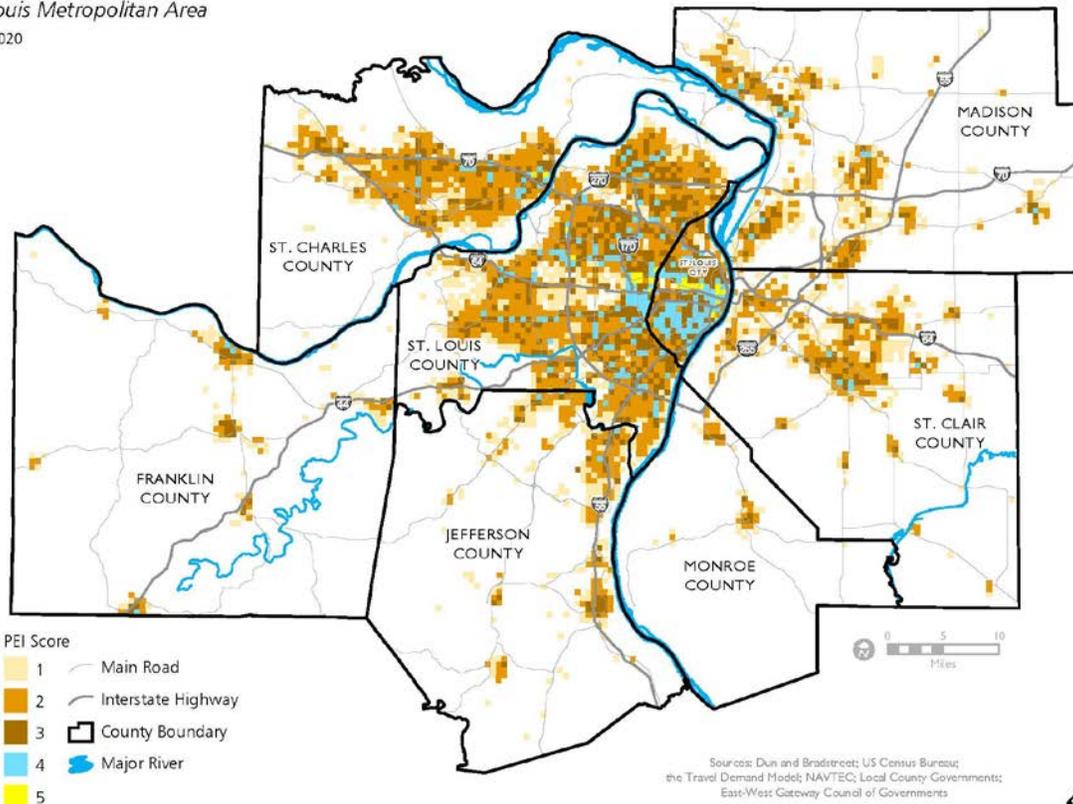
St. Louis Metropolitan Area  
June 2020



# Population and Employment Index (PEI)

St. Louis Metropolitan Area

June 2020



## Safe Routes to School Non-Infrastructure Scoring Criteria

The following criteria will be used to evaluate SRTS non-infrastructure projects.

<b>Project Match: 3 points</b>	
3	35% local match or greater
2	30% - 34.9%
1	25% - 29.9%
0	20.1% - 24.9%
<b>Budget: 2 points</b>	
2	Budget is complete and in-kind/donations listed. Budget is very detailed and comprehensive justifications for expenses are provided.
0	Budget is not reasonable and/or has insufficient detail, and/or contains ineligible costs
<b>Serving Economically Disadvantaged Populations: 5 points</b>	
Percent of students that qualify for a free or reduced price lunch	
5	40% or greater
3	25% - 39.9%
1	10% - 24.9%
0	Less than 10%
<b>Students served: 10 points total</b>	
Student proximity to the school(s) (within two miles)	
2	25% or greater
0	Less than 25%
Percent of students currently walking and bicycling to school	
3	5% or greater
2	2% - 4.9%
1	Less than 2%
Percent of students at school(s) expected to benefit from the project	
5	70% or greater
3	50% - 69.9%
1	30% - 49.9%
0	Less than 30%
<b>Planning: 10 points total</b>	
5	The project is supported by a SRTS plan, safety audit, or other local planning effort, the municipality has adopted a Complete Streets Policy, or the municipality has an ADA Transition Plan for transportation (sidewalks and curb ramps in the public right-of-way)
5	Pre-Student Travel Tally and Parent Survey completed and attached Travel Tally: <a href="http://saferoutesdata.org/downloads/SRTS_Two_Day_Tally.pdf">http://saferoutesdata.org/downloads/SRTS_Two_Day_Tally.pdf</a> Parent Survey: <a href="http://saferoutesdata.org/downloads/Parent_Survey_English.pdf">http://saferoutesdata.org/downloads/Parent_Survey_English.pdf</a>
<b>Project Partners: 20 points total</b>	
5	Application includes other letters of support (letter of support from the school superintendent or principal is required) Several: 5 Few: 2
5	Partners do not simply support project, but are responsible for some aspect of the project. If there is support, but partners are not responsible for any aspects of the project, 2 points will be awarded.
5	Project includes partnership with local law enforcement
5	The local municipality and/or the school has demonstrated support for walking and bicycling through events like Walk to School Day, bicycle rodeos, walk audits, etc.
<b>Existing Conditions and Problem Identification: 10 points</b>	
10	The problem is described in sufficient detail. Information should include physical and perceived obstacles and risks to children, including children with disabilities. Applicant provides applicable background information (e.g., crash data, traffic counts, number of students that currently walk or bike to/from school each day). If the demonstration of need is not provided, zero points.

<b>Action Plan: 20 points total</b>	
10	Project outcomes are identified. Changes that will occur at the school(s) or district as a result of the project are clearly stated to the project's goals and objectives. Action plan is described clearly and in sufficient detail to provide an understanding of the proposed program with goals, objectives, desired outcomes, measurement of deliverable, timeframe, and responsible person. If action plan is not clearly identified, zero points.
5	The action plan is extensive and includes multiple engagement activities (e.g., instruction/rodeos, campaigns, encouragement activities, crossing guard program, walking school bus/bicycle train)
5	Project manager is clearly identified and signed statement on roles and responsibilities and relevant experience and qualifications is attached
<b>Multi-Modal: 5 points</b>	
5	Project educates on both walking and bicycling safety
<b>Evaluation: 10 points total</b>	
5	Post-Student Travel Tally and Parent Survey will be conducted
5	The response describes an accurate method for measuring or determining the success of the program, and the measures are appropriate to the project
<b>Commitment: 5 points</b>	
5	The school is committed to continue the program after federal funding is expended (e.g., train the trainers, bike/ped safety lessons, wellness committees)
<b>100</b>	<b>Total Points</b>

## Community Improvement Activities Scoring Criteria

Community Improvement Activities are generally not competitive. Consideration will be given in certain circumstances where significant benefit to the region is demonstrated. All projects must meet the appropriate TAP eligibility requirements and follow professional standards. All projects must have a relationship to the transportation system, in terms of function or impact.

Community Improvement Activities include:

- Construction of Turnouts, Overlooks, and Viewing Areas
- Inventory, Control, and Removal of Outdoor Advertising
- Historic Preservation and Rehabilitation of Historic Transportation Facilities
- Vegetation Management Practices in Transportation Rights-of-Way
- Archaeological Activities Related to Implementation of a Transportation Project

Construction of Turnouts, Overlooks, and Viewing Areas	Inventory, Control, and Removal of Outdoor Advertising	Historic Preservation and Rehabilitation of Historic Transportation Facilities	Vegetation Management Practices in Transportation Rights-of-Way	Archaeological Activities Related to Implementation of a Transportation Project
Significance/Need: High 25; Med 15; Low 0				
<p><b>High:</b> The project is associated with a significant historic resource. The roadway is designated as a scenic route or national byway, or is in a historic district.</p> <p><b>Med:</b> The project is associated with a historic resource. The roadway is adjacent to or in proximity to a scenic route, national byway, or historic district.</p> <p><b>Low:</b> The project is not associated with a historic resource.</p>	<p><b>High:</b> The project contributes to the preservation of significant historic resources. The roadway is designated as a scenic route or national byway, or is in a historic district.</p> <p><b>Med:</b> The project has a moderate impact on the preservation of historic resources. The facility is not designated as a scenic route or national byway, or is in a historic district, but has the characteristics of a scenic route or historic district (state park, preserve, forest, historic site).</p> <p><b>Low:</b> The project has a limited impact on the preservation of historic resources. The facility is not designated as a scenic route or national byway, or in a historic district.</p>	<p><b>High:</b> The project contributes to the preservation of significant historic resources. The facility is designated as a local, state, or national landmark or is listed as a part of a designated historic district.</p> <p><b>Med:</b> The project has a moderate impact on the preservation of historic resources. The facility is not designated as a local, state, or national landmark or as part of a designated historic district.</p> <p><b>Low:</b> The project has a limited impact on the preservation of historic resources.</p>	<p><b>High:</b> There is a demonstrated need for the project.</p> <p><b>Low:</b> There is not a demonstrated need for the project.</p>	<p><b>High:</b> The project contributes to the preservation of a significant archaeological and regional resource.</p> <p><b>Low:</b> The project has a limited impact on the preservation of historic or archaeological resources.</p>

Construction of Turnouts, Overlooks, and Viewing Areas	Inventory, Control, and Removal of Outdoor Advertising	Historic Preservation and Rehabilitation of Historic Transportation Facilities	Vegetation Management Practices in Transportation Rights-of-Way	Archaeological Activities Related to Implementation of a Transportation Project
<b>Resource/Facility: 15 points</b>				
The scenic area or viewshed is significant to the region	Timeframe to remove advertisements	The facility is threatened or demolition is eminent	Vegetation is threatening transportation infrastructure	The resource is threatened; there is a need or urgency to research the associated transportation project site
<b>Safety/Mitigation: 15 points</b>				
The project provides safe transportation options. Safety improvements are considered when constructing facility; project makes safety improvements to roadway.	The advertisements are creating safety problems, or are not compliant	The project preserves the original facility. Facility is not limited to buildings, and can be any historic property, structure, etc. with a transportation connection.	The project improves roadway safety, prevents invasive species, or provides erosion control	The proposed activity will mitigate the impacts from the associated transportation project
<b>Quantity: 10 points</b>				
Number of turnouts, overlooks, or viewing areas constructed	Number of advertisements removed	Number of informational or interpretive displays	Sponsor's plan includes comprehensive treatments	Inclusion of partnerships (e.g., institutional, historic preservation)
<b>Planning: 10 points</b>				
The project has a maintenance plan	There is a plan or process to control the advertisements in the future	The project has a long-term preservation or maintenance plan	The project has a monitoring plan	The research plan is well thought out and meets federal standards
<b>Other Benefits/Innovation: 10 points</b>				
Project exhibits significant innovation, creativity, or unique benefits not otherwise stated (e.g., education, state/regional tourism, benefits beyond safety/mitigation)				
<b>Public Exposure: 10 points</b>				
The project is along a heavily traveled route, and maintains accessibility and use by the general public				
<b>Program Match: 3 points</b>				
(3) 35% local match or greater (2) 30% - 34.9% (1) 25% - 29.9% (0) 20.1% - 24.9%				
<b>Budget: 2 points</b>				
Budget is complete and in-kind/donations listed. Budget is very detailed and comprehensive justifications for expenses are provided.				
100	<b>Total Points</b>			

## **Environmental Mitigation Activities Scoring Criteria**

Environmental Mitigation Activities are generally not competitive. Consideration will be given in certain circumstances where significant benefit to the region is demonstrated. All projects must meet the appropriate TAP eligibility requirements and follow professional standards.

Environmental Mitigation Activities include:

- Stormwater Management, Control, and Water Pollution Prevention or Abatement
- Reduce Vehicle-Caused Wildlife Mortality or Restore Habitat Connectivity

Stormwater Management, Control and Water Pollution Prevention or Abatement	Reduce Vehicle-Caused Wildlife Mortality or Restore Habitat Connectivity
Significance/Need: 25 points	
There is a demonstrated need for the project, and the project will improve or mitigate the problem identified	
Resource/Facility: 15 points	
The resource is threatened; there will be a loss of opportunity if this project is not funded	There is a threat to wildlife
Safety/Mitigation: 15 points	
Best management practices are used and there is coordination demonstrated with the local sewer district	There is a high number of accidents or long delays caused by wildlife, and the proposed project will reduce the chance of a vehicle/wildlife crash
Quantity: 10 points	
Number/impact of stormwater management facilities completed	Number/impact of wildlife crossings/connectivity features completed
Planning: 10 points	
The project will be monitored after implementation, and the project has a long-term mitigation or inspection plan	The project has a detailed monitoring plan and/or ongoing mitigation plan
Other Benefits/Innovation: 10 points	
Project exhibits significant innovation, creativity, or unique benefits not otherwise stated (e.g., education, state/regional tourism, benefits beyond safety/mitigation)	
Public Exposure: 10 points	
The project is along a heavily traveled route, and maintains accessibility and use by the general public	
Program Match: 3 points	
(3) 35% local match or greater	
(2) 30% - 34.9%	
(1) 25% - 29.9%	
(0) 20.1% - 24.9%	
Budget: 2 points	
Budget is complete and in-kind/donations listed. Budget is very detailed and comprehensive justifications for expenses are provided.	
100	<b>Total Points</b>