



# EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

## MEMORANDUM

**TO: Transportation Planning Committee - Missouri Members**  
**FROM: East-West Gateway Staff**  
**DATE: February 2, 2015**  
**SUBJECT: Wednesday, February 4, 2015 meeting**

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for **Wednesday, February 4, 2015 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. ONESTL – 2015 Update – Aaron Young/Medora Kealy
3. Supplemental solicitation for On-System Bridge (BRM) program  
– project recommendations (action item)– Jason Lange
4. FY 2016-2019 TIP (Local Programs) Update – Jason Lange
5. Reasonable Progress – Sonya Pointer
6. Other Business
  - Next Meeting Scheduled for Wednesday,  
March 4, 2015, 2 PM

Chair  
**Francis G. Slay**  
 Mayor, City of St. Louis  
 Vice Chair  
**Mark A. Kern**  
 Chairman, St. Clair County Board  
 2nd Vice Chair  
**Charlie A. Dooley**  
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 Executive Committee  
**Alan Dunstan**  
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**John Griesheimer**  
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**Mark Eckert**  
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**Ted Hoskins**  
 St. Louis County  
**Mike Livengood**  
 Franklin County  
**John Miller**  
 President, Southwestern Illinois  
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**Jack Minner**  
 Madison County  
**Roy Mosley**  
 St. Clair County  
**Alvin L. Parks, Jr.**  
 Mayor, City of East St. Louis  
**Lewis Reed**  
 President, Board of Aldermen  
 City of St. Louis  
**Thomas P. Schneider**  
 St. Louis County Municipal League  
**John White**  
 St. Charles County  
 Regional Citizens  
**Richard Kellett**  
**John A. Laker**  
**Barbara Geisman**  
**James A. Pulley**  
**Dave Stoecklin**  
 Non-voting Members  
**Charles Ingersoll**  
 Illinois Department of  
 Transportation  
**Edie Koch**  
 Illinois Department of Commerce  
 and Economic Opportunity  
**John Nations**  
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**Brian May**  
 Missouri Office of Administration  
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**Ed Hillhouse**  
 Assistant Executive Director  
**James M. Wild**

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## **Missouri Transportation Planning Committee Meeting Notes –**

**February 2015**

The Missouri Transportation Planning Committee (TPC) Meeting was held in the Council offices on Wednesday, February 4, 2015 at 2:00 p.m.

### Members in Attendance

Ted Medler, St. Louis County

John Kohler, City of St. Louis

David Beal, BSDA/Metro

Steve Ables, St. Louis County Municipal League

John Greifzu, Director of Transportation, St. Charles County

Lenora Fisher, BPAC representative, CMT

Ron Williams, Franklin County

Jason Jonas, Jefferson County

### Members Absent

Jessica Medford-Miller, Metro

Hart Nelson, St. Louis RCGA

Wesley Stephen, MoDOT

Craig Tajkowski, St. Charles County

Mike Henderson, MoDOT

### Others in Attendance

EWGCOG Staff:

Larry Grither, Anna Musial, Sonya Pointer, Rachael Pawlak, Ed Hillhouse

### CALL TO ORDER

The meeting was called to order by Ted Medler, Chair.

## ITEMS

### **ONESTL – 2015 Update – Aaron Young/Medora Kealy**

Aaron Young and Medora Kealy gave an update about the ONESTL Plan. Ten committees worked on the grants and 11 partners. There was public engagement through online surveys, telephone surveys, and public engagement meetings. The plan was adopted by the Board in December 2013. There were a series of presentations on the plan to inform about sustainability measures and an ONESTL website. Ongoing meetings with various stakeholders continue as we seek to bring more funding to the region to implement the measures within the plan. Medora spoke of some of the metrics used in the Where We Stand report on sustainability which were used in the ONESTL Plan.

### **Supplemental solicitation for On-System Bridge (BRM) program – project recommendations (action item)**

Jason Lange presented an overview of the On-System Bridge (BRM) solicitation. The solicitation was necessitated because of the accumulation of BRM funds and to prevent the loss of funds. There were eight project applications received by staff totaling approximately \$10.3 million dollars in federal funds. Staff recommended that all eight projects be recommended for funded. There will be a brief public comment period following this TPC meeting on the website. There is not a schedule extension available for these projects because all funds have to be obligated by September 30, 2017.

The TPC voted to approve the project recommendations for the BRM program. A motion was made and seconded to approve the project recommendations. One vote was no. All others voted aye. Motion carried.

### **FY 2016-2019 TIP (Local Programs) Update – Jason Lange**

Jason Lange reminded members that the deadline for the Surface Transportation Program-Suballocated and Congestion Mitigation and Air Quality program. There was a

project review workshop for sponsors which included a panel of subject-area experts. The applications are due February 19, 2015.

### **Reasonable Progress**

Sonya Pointer provided an update of the monthly Reasonable Progress report. Sonya spoke about working with the Missouri Department of Transportation (MoDOT) on right-of-way as they make staffing transitions.

There was discussion about MoDOT's funding availability and local match.

**Meeting adjourned.**



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Doug Nelson  
Missouri Office of Administration  
Dave Nichols  
Missouri Department of  
Transportation  
Executive Director  
Ed Hillhouse  
Assistant Executive Director  
James M. Wild

To: Missouri Transportation Planning Committee  
From: Council Staff  
Date: April 14, 2014  
Subject: FY 2015-2018 TIP – Missouri Local Program

## Submitted Projects - Surface Transportation Program-Suballocated (STP-S) & On-System Bridge Program (BRM)

During the development of the FY 2015-2018 Transportation Improvement Program (TIP) sponsors submitted 132 project applications, requesting approximately \$170.3 million in federal funds for funding consideration through the STP-S and BRM funding programs.

**Table A** shows the breakdown of submitted projects by county.

Table A FY 2015-2018 TIP – Missouri Local Program – STP-S & BRM Submitted Projects – By County			
County	# of Projects	Total \$	Federal \$
Franklin	8	\$10,064,137	\$7,661,353
Jefferson	13	\$12,598,815	\$9,588,498
Multi-County	2	\$6,478,090	\$5,182,472
St. Charles	29	\$61,289,953	\$38,041,517
St. Louis	75	\$128,659,669	\$100,457,512
St. Louis City	5	\$18,530,000	\$9,324,000
<b>Total</b>	<b>132</b>	<b>\$237,620,664</b>	<b>\$170,255,352</b>

Projects submitted for STP-S and BRM funds used the same application. The project application identifies six priority areas (preservation, safety, congestion, access to opportunity, sustainable development, and goods movement). Projects are assigned to a primary priority area. Most of the projects submitted this year are preservation in nature. This includes projects like bridge replacement/rehabilitations, and road reconstruction/resurfacing. Projects in the safety category include guardrail, intersection improvements (traffic signal or crosswalk improvements), and road realignment. The congestion category includes projects that address congestion such as new roads or specific traffic flow improvements such as a turn lane. Access to Opportunity includes projects that improve accessibility. Finally, sustainable development includes enhancement-type projects. **Table B** shows the breakdown of submitted projects by priority area.

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<b>Table B</b> <b>FY 2015-2018 TIP – Missouri Local Program</b> <b>Submitted Projects – By Project Type</b>			
<b>Priority Area</b>	<b># of Projects</b>	<b>Total \$</b>	<b>Federal \$</b>
Preservation	105	\$195,617,095	\$139,256,728
Safety	19	\$30,363,490	\$22,748,039
Congestion	1	\$2,332,740	\$1,866,192
Access to Opportunity	6	\$6,857,339	\$4,424,393
Sustainable Development	1	\$2,450,000	\$1,960,000
Goods Movement	0	\$0	\$0
<b>Total</b>	<b>132</b>	<b>\$237,620,664</b>	<b>\$170,255,352</b>

### **Available Funding (STP-S)**

Original revenue projections for the FY 2015-2017 Transportation Improvement Program estimated that approximately \$35-40 million would be available for programming for the STP-S and \$10-13 million would be available for BRM. In the past, Congress has approved short-term extensions for transportation funding in lieu of a multi-year law. The revenue projection was based on uncertainties related to Congress acting on an extension of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) as it is currently slated to expire on September 30, 2014.

Since the earlier revenue projections were released we have been tracking STP-S spending and have determined that approximately \$40 million is available to program. This is in anticipation that funding will continue at levels dedicated to the program through the current transportation law, MAP-21, and is based on funding stability of the STP program.

Three project applications were not evaluated as they were deemed to be incomplete due to lack of information or combination of unlike facilities. Two St. Louis County applications were deemed to be incomplete since the supplemental information for the applications did not match the application itself. One O'Fallon project combined unlike facilities and projects. The application was for concrete slab replacement on a principal arterial with 28,274 ADT and reconstruction of a urban collector with 2,500 ADT. Evaluation of this project as one application was not possible.

### **Available Funding (BRM)**

MAP-21 eliminated the Highway Bridge Program that previously funded BRM projects. However, MoDOT indicates that they will continue the program in the near future and will fund it through statewide Surface Transportation funds. At this time staff anticipates that approximately \$9 million is available to program for BRM projects.

## Evaluation and Ranking of Projects

Council staff evaluates projects in each of the six priority areas consistent with the region's long-range transportation plan, *RTP 2040* (preservation, safety, congestion, access to opportunity, sustainable development, goods movement). Projects are assigned to a primary project priority area based on information provided by the project sponsor through the project application. The project's priority area score is determined by how well a project addresses each of the six priority areas. Sponsors can gain additional points based on the utilization of the facility being improved and the amount of local matching funds being proposed. Once the final score for a project has been determined, the cost effectiveness of the project is calculated. Cost effectiveness is determined by dividing the annualized total construction cost of the project by the final score.

Finally, locally adopted criteria are applied. These include: at least one project per county and establishment of reasonable program equity among the counties. In addition, all projects must be consistent with clean air requirements, must show financial commitment, and must demonstrate a reasonable degree of political and community support.

Typically projects are ranked based on cost effectiveness (low number to high number) and funded based on available funding. However, there are instances as noted above where projects may score lower than other projects but they are funded because of locally adopted criteria.

**Attachment A** shows the project cost effectiveness rankings for the BRM and STP projects as well as East-West Gateway staff's recommendations for which projects should receive funding. Projects that were deemed eligible for BRM funding were then ranked and prioritized based on the estimated amounts of available funding in each respective funding program. If a project did not rank high enough for BRM funds, it was included for evaluation for STP funding with the remaining projects. **Table C** shows the breakdown of recommended projects by county.

<b>Table C</b>				
<b>FY 2015-2018 TIP – Missouri Local Program</b>				
<b>Recommended BRM and STP Projects</b>				
	<b>BRM</b>		<b>STP</b>	
County	#	Federal \$	#	Federal \$
Franklin	1	\$3,463,843	5	\$2,789,770
Jefferson	1	\$568,320	5	\$3,755,039
Multi-County	0	\$0	1	\$725,192
St. Charles	2	\$652,000	7	\$4,293,334
St. Louis	6	\$4,333,772	29	\$24,938,908
St. Louis City	0	\$0	2	\$3,680,000
<b>TOTAL</b>	<b>10</b>	<b>\$9,017,935</b>	<b>49</b>	<b>\$40,182,243</b>

### **Submitted Projects – Congestion Mitigation and Air Quality Improvement (CMAQ) Program**

The CMAQ program funds 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. Project sponsors submitted 33 CMAQ applications requesting approximately \$44.3 million in federal funds for funding consideration. **Table D** shows the breakdown of submitted projects by county.

<b>Table D</b> <b>FY 2014-2017 TIP – Missouri Local Program – CMAQ</b> <b>Submitted Projects – By County</b>			
<b>County</b>	<b># of Projects</b>	<b>Total \$</b>	<b>Federal \$</b>
Franklin	0	\$0	\$0
Jefferson	1	\$950,670	\$760,536
St. Charles	14	\$59,335,836	\$23,248,766
St. Louis	7	\$9,515,604	\$7,576,588
St. Louis City	3	\$5,778,320	\$3,722,656
Multi-County-M	8	\$11,986,413	\$8,952,774
<b>Total</b>	<b>33</b>	<b>\$87,566,843</b>	<b>\$44,261,320</b>

### **Available Funding**

When projects were originally solicited for the FY 2015-2018 Transportation Improvement Program it was estimated that approximately \$15-\$20 million in CMAQ funding was available to program in FY 2015 and 2016. Although MAP-21 extended the CMAQ program through the end of FY 2014, the future of CMAQ is still uncertain due to the lack of a long term funding bill. In the past, Congress has approved short-term extensions for transportation funding in lieu of a multi-year law and this is expected to continue.

### **Evaluation of Submitted Projects – CMAQ**

The principal criterion for determining project eligibility through the CMAQ program must include an improvement or a service that contributes to a reduction of mobile source emissions for which the area or region is in non-attainment (ozone precursors). Cost per ton of emissions reduced is used in the project selection process as the primary 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 St. Louis region is also in non-attainment for particulate matter (PM<sub>2.5</sub>). MAP-21 mandates that at least 25 percent of CMAQ funds be used for projects targeting PM<sub>2.5</sub> reductions. MAP-21 highlights diesel retrofits or engine replacement with a newer cleaner model as examples of meeting this goal. Replacement of transit vehicles with newer, less polluting models also meets this goal.

CMAQ applications that were not evaluated included those that proposed improvements on a facility that was not maintained by the applicant, but the applicant did not receive a letter of



support from the facility owner. One project did not provide current year delay information. One project involved maintenance of ITS components in the Lindbergh Tunnel at Lambert Airport. This project was deemed not eligible for CMAQ. The Madison County Transit District (MCTD) Ridefinders Marketing is not recommended for funding because MCTD has a balance of unspent Ridefinders funding from previous years.

Once the projects are ranked relative to cost per ton of emissions reduced, the projects are evaluated consistent with the project/program priorities established in *RTP 2040*. The establishment of project priorities and the selection of projects for funding in the CMAQ program is a direct result of a project's cost effectiveness, the program/ project priority, and the availability of local, federal and other funding. **Attachment B** shows the project rankings of CMAQ projects based on cost per ton of emissions reduced, as well as East-West Gateway staff's recommendations for which projects should receive funding. **Table E** shows the breakdown of recommended projects by county.

<b>Table E</b> <b>FY 2015-2018 TIP – Missouri Local Program – CMAQ</b> <b>Recommended Projects – By County</b>			
<b>County</b>	<b># of Projects</b>	<b>Total \$</b>	<b>Federal \$</b>
Franklin	0	\$0	\$0
Jefferson	0	\$0	\$0
St. Charles	3	\$18,860,971	\$5,687,776
St. Louis	4	\$5,022,500	\$4,018,000
St. Louis City	2	\$4,500,000	\$2,700,000
Multi-County-M	6	\$10,031,580	\$7,172,907
<b>Total</b>	<b>15</b>	<b>\$38,415,051</b>	<b>\$19,578,683</b>

## Project Recommendations – BRM, CMAQ, and STP-S

Staff recommends that the projects identified on **Attachment C** be included in the Draft FY 2015-2018 TIP. **Table F** shows all of the project recommendations by county. The Draft FY 2015-2018 TIP will be submitted for public review beginning in June.

<b>Table F</b>									
<b>FY 2015-2018 TIP – Missouri Local Program Recommendations – By County</b>									
	<b>BRM</b>		<b>CMAQ</b>		<b>STP-S</b>		<b>All Programs</b>		
<b>County</b>	<b>#</b>	<b>\$ Federal</b>	<b>#</b>	<b>\$ Federal</b>	<b>#</b>	<b>\$ Federal</b>	<b>#</b>	<b>\$ Federal</b>	<b>% of Regional Request</b>
Franklin	1	\$3,463,843	0	\$0	5	\$2,789,770	6	\$6,253,613	9.1%
Jefferson	1	\$568,320	0	\$0	5	\$3,755,039	6	\$4,323,359	6.3%
St. Charles	2	\$652,000	3	\$5,687,776	7	\$4,293,334	12	\$10,633,110	15.5%
St. Louis	6	\$4,333,772	4	\$4,018,000	29	\$24,938,908	39	\$33,290,680	48.4%
St. Louis City	0	\$0	2	\$2,700,000	2	\$3,680,000	4	\$6,380,000	9.3%
Multi-County-M	0	\$0	6	\$7,172,907	1	\$725,192	7	\$7,898,099	11.5%
<b>Total</b>	<b>10</b>	<b>\$9,017,935</b>	<b>15</b>	<b>\$19,578,683</b>	<b>49</b>	<b>\$40,182,243</b>	<b>74</b>	<b>\$68,778,861</b>	<b>100.0%</b>