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Air Quality Conformity Determination and Documentation Eight-Hour Ozone

Fiscal years 2020-2023 Transportation Improvement Program and related amendments to *Connected2045*, the transportation plan for the St. Louis Region.

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

St. Louis Metropolitan Area

Board Approved

August 28, 2019

FY 2020–2023 Transportation Improvement Program and Related Amendments to Update to *Connected2045:* Long Range Transportation Plan for the St. Louis Region

Air Quality Conformity Determination and Documentation for Eight-Hour Ozone

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The expectation of a clean and healthy environment is one of the regional goals specified in the Update to *Connected 2045*: Long Range Transportation Plan for the St. Louis Region (*Connected2045* Update). Effective July 2012, EPA classified the eight-county St. Louis region as a "marginal" non-attainment area under the new, more protective 2008 eight-hour ozone standard. Jersey County, Illinois has been designated by EPA as being in attainment of the 2008 ozone standard. EPA designated the three Illinois counties as having attained this standard on March 1, 2018 and the Missouri counties on September 20, 2018. In 2018, EPA designated the following counties as a "marginal" non-attainment area for the 2015 eight-hour ozone standard: St. Charles and St. Louis Counties, the City of St. Louis and Boles Township in Franklin County in Missouri; and Madison and St. Clair Counties in Illinois (effective August 3, 2018). In January 2005, EPA designated the eight-county St. Louis region and Baldwin Township in Randolph County, Illinois as being in non-attainment of the 1997 annual fine particulate matter ($PM_{2.5}$) standard. Effective October 2, 2018, EPA designated the Missouri counties to be in attainment of the $PM_{2.5}$ standard. Effective May 28, 2019, EPA also redesignated the Illinois counties and Baldwin Township to be in attainment of the 1997 annual $PM_{2.5}$ standard.

A major objective of the East-West Gateway Council of Governments transportation planning process is to ensure that the projects and policies set out in the FY 2020-2023 Transportation Improvement Program and related Amendments to *Connected2045* Update (FY 2020-2023 TIP) help to reduce and minimize air quality impacts of transportation projects in accordance with federal, state, and local air quality standards, regulations, and priorities. The specific procedures for reaching this objective are established under Federal law for ensuring conformity between transportation plans and air quality improvement plans. The conformity process is intended to ensure that the programs and activities proposed in long-range transportation plans and associated TIPs conform to the purpose of air quality State Implementation Plans, which set out benchmarks against which progress is measured in meeting national goals for cleaner and healthier air.

Under the Federal Regulations, the Council, as the region's Metropolitan Planning Organization (MPO), is the agency responsible for conducting this determination of conformity. The transportation conformity finding relates to those precursor pollutants produced by automobiles and other on-road transportation, generally described as "mobile source emissions." The pollutant of most concern in this region is ozone and its precursors of oxides of nitrogen (NO_x) and volatile organic compounds (VOCs).

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

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

1. All forms of pollution are affected by the number of people living in the region and the strength of the regional economy. Projections developed for Update to *Connected 2045* Update*:* Long Range

Transportation Plan for the St. Louis Region *(Connected2045* Update*)* serve as a basis for the Air Quality analysis of the Plan and TIP. Forecast levels of population growth and economic activity are a major determinant of how much travel is generated, which directly influences the amount of mobile source emissions.

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

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

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

Based on the conformity analysis, the projects and programs included in the FY 2020-2023 TIP have met all applicable budget tests as required by the regional emissions analysis and, therefore, are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990, the relevant sections of the Final Conformity Rule 40 CFR Part 93, and the Missouri State Conformity Regulations 10 CSR 10-5.480.

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1.0 Air Quality Conformity Finding

The FY 2020-2023 Transportation Improvement Program and related Amendments to Update to *Connected2045*: Long Range Transportation Plan for the St. Louis Region *(*FY 2020-2023 TIP*)* has been prepared by the East-West Gateway Council of Governments (EWG) which is the designated Metropolitan Planning Organization (MPO) for the St. Louis region. In accordance with the Clean Air Act Amendments (CAAA) of 1990 and related federal regulations, both the Transportation Plan and TIP must be found to be in conformity with the requirements of those regulations and with all applicable State Implementation Plans (SIPs) before the Plan may be approved by the MPO. The analysis described in this document has resulted in a Determination that the projects and programs included in the FY 2020-2023 TIP conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of the Missouri and Illinois SIPs for air quality. Jersey County, Illinois is also included in this Conformity Determination.

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

The transportation *Air Quality Conformity Determination and Documentation (8-Hour Ozone) for the FY 2020-2023 TIP* documentation is the subject of a public comment period running from June 28, 2019 through August 5, 2019. Upon close of the public comment period the EWG Board will recognize, consider, and respond to all comments received.

2.0 Background

This report describes the transportation air quality Conformity Determination conducted as part of the development of the FY 2020-2023 TIP as related to the 2008 and 2015 eight-hour ozone National Ambient Air Quality Standards (NAAQS or standard) and the 1997 ozone standard. The FY 2020-2023 TIP and related air quality Conformity Determination are to be acted on by the East-West Gateway Council of Governments (EWG) on August 28, 2019 and, if approved, subsequently reviewed by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) for compliance with Transportation Conformity rules and regulations.

The EWG finds that the FY 2020-2023 TIP conforms to the State Implementation Plans (SIPs) adopted by the Missouri Department of Natural Resources (MoDNR) and Illinois Environmental Protection Agency (Illinois EPA) for the 2008 and 2015 eight-hour ozone standards based on the results of this conformity analysis. The regionally significant project located in Jersey County, Illinois has been found to conform to the 1997 eight-hour ozone standard.

For the 2008 and 2015 eight-hour ozone standards, the Conformity Determination addresses those ozone-forming pollutants (volatile organic compounds or VOC and oxides of nitrogen or NO_x) produced by automobiles and other on-road transportation, generally described as "mobile source emissions". While this chapter outlines the evaluation process involved in the Conformity Determination, a more detailed description of the complex technical analysis is provided in the

Appendices. Appendix A lists all of the projects considered as part of the Regional Travel Demand Model, which are included in the regional emissions analysis. Appendices B, C and D describe the planning assumptions and methods used to forecast vehicle travel and resulting emissions. Appendix E summarizes the calculations supporting the Conformity Determination for the 2008 and 2015 eight-hour ozone standards. Appendix G describes the 1997 eight-hour ozone standard Conformity Determination process followed for Jersey County, Illinois. In a separate document Appendix H contains the input and output files documentation for the MOtor Vehicle Emissions Simulator (MOVES) mobile source emissions model.

3.0 Conformity Guidelines

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

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

The specific procedures for reaching that objective are those established under Federal law for ensuring conformity between transportation plans and air quality improvement plans. The Conformity Determination process is intended to ensure that the programs and activities proposed in the Transportation Plan, the TIP and TIP amendments, conform to the purpose of the CAAA of 1990 and the SIPs. As stated in the CAAA of 1990, this means *"...conformity to the (implementation) plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards..."*. The provisions of the CAAA of 1990 in relation to conformity are amplified in the U.S. Environmental Protection Agency (EPA) Final Rule, 40 CFR Part 93, as amended July 1, 2004, May 6, 2005 and January 2008, March 2010 and March 2012. The July 2004 revisions amended the current Conformity rule to: provide conformity procedures under the new eight-hour ozone and $PM_{2.5}$ air quality standards; incorporate existing federal guidance into the Conformity rule consistent with the March 2, 1999 U.S. Court of Appeals decisions; and streamline and improve the rule. With the May 2005 revision, the following transportation-related potential precursors of $PM_{2.5}$ have been added to the Conformity regulation: oxides of nitrogen (NO_x), volatile organic compounds (VOC), sulfur oxides (SO_x) and ammonia (NH_3). The regulation also specified when each of these precursors must be considered in Conformity Determinations in $PM_{2.5}$ non-attainment and maintenance areas before and after the submission of State Implementation Plans (SIPs). The January 2008 amendments were made so the rule was consistent with the Clean Air Act section 176(c) as amended by the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) including: changes to the regulations to reflect that the Clean Air Act now provides more time for state and local governments to meet conformity requirements; provides a one-year grace period before the consequences of not meeting certain conformity requirements apply; and allows the option of shortening the conformity determination timeframe. Other conformity provisions were streamlined. This Conformity Determination also meets the new timelines and procedures as set out in SAFETEA-LU. The March 2010 amendment primarily affects the implementation of

conformity in the $PM_{2.5}$ (24-hour) and PM_{10} non-attainment and maintenance areas. In March 2012 the Conformity rule was restructured so that existing rule requirements clearly apply to areas designated for future new or revised NAAQS. Revision also allows $PM_{2.5}$ areas with clean air quality data to take advantage of conformity flexibilities that are currently only available to ozone areas.

Based on 2000-2002 air quality monitoring data, the St. Louis region was found to meet the one-hour ozone standard. On May 12, 2003, EPA approved the redesignation to attainment requests and Maintenance Plans prepared by MoDNR and Illinois EPA. The entire eight-county St. Louis region is now classified as a maintenance area for the one-hour ozone standard.

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

Effective July 2012, the St. Louis area was designated by EPA as a "marginal" non-attainment area for the 2008 eight-hour ozone standard. The non-attainment area included: Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri; and Madison, Monroe and St. Clair Counties in Illinois. EWG, as the MPO, had until July 19, 2013 to perform a Conformity Determination under this eight-hour ozone standard. The January 30, 2013 Conformity Determination for the Amendment to the FY 2013-2016 TIP and related amendments to the *Regional Transportation Plan 2040* was performed with the Conformity procedure as relates to the 2008 eight-hour ozone standard. This Conformity Determination satisfied all requirements under the new "marginal" non-attainment area classification. In the March 1, 2018 Federal Register, EPA issued a final rule, effective March 1, 2018, redesignating Madison, Monroe and St. Clair Counties in Illinois as being in attainment of the 2008 eight-hour ozone standard, approving the Maintenance Plan for the Metro East St. Louis Ozone Nonattainment Area for the 2008 Ozone National Ambient Air Quality Standard (IL 8-Hour Maintenance Plan for 2008 standard) and finding the 2030 motor vehicle emissions budgets adequate for use in Conformity Determination. In the September 20, 2108 Federal Register, EPA issued a final rule approving the request by MoDNR to redesignate Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis to attainment for the 2008 ozone standard. EPA also approved Missouri's Maintenance Plan and the 2030 motor vehicle emission budgets for VOC and NO_x.

On April 30, 2018, EPA designated the St. Louis area as a “marginal” non-attainment area for the 2015 eight-hour ozone standard (effective August 3, 2018). The non-attainment area includes: in Missouri, St. Charles and St. Louis Counties, the City of St. Louis and Boles Township in Franklin County; and Madison and St. Clair Counties in Illinois. (See Figure 1) EWG, as the MPO, has until August 3, 2019 to perform a Conformity Determination under this eight-hour ozone standard. The Conformity Determination for the Update to *Connected2045*: Long Range Transportation Plan for the St. Louis Region (*Connected2045* Update) satisfied the 2015 eight-hour ozone standard conformity determination statutory deadline requirement.

Figure 1 – St. Louis Non-Attainment Area - 2015 Ozone Standard

The regional emissions analysis provisions in 40 CFR 93.109 (e)(2)(iii) of the Conformity Rule are to be followed. The ozone regional emissions analysis for the two ozone standards in the Missouri maintenance and non-attainment counties will use 2015 motor vehicle emissions budgets for VOC and NO_x from the Early Progress Plan for the Missouri Portion of the St. Louis Nonattainment Area for the 2008 8-Hour Ground Level Ozone National Ambient Air Quality Standard (MO Early Progress Plan). These budgets were developed using MOVES2010 and were found adequate by EPA (letter to MoDNR dated October 28, 2013). In the January 14, 2016 Federal Register, EPA issued a final rule approving the MO Early Progress Plan (effective March 14, 2016). The ozone regional emissions analysis for the Missouri counties will also use 2030

motor vehicle emissions budgets for VOC and NO_x from the February 2018 Technical Correction to the Re-designation Request and Maintenance Plan for the St. Louis (Missouri) 2008 Ozone Standard (MO Maintenance Plan). These budgets were developed using MOVES2014a and were found adequate by EPA (letter to MoDNR dated May 15, 2018). In the June 8, 2018 Federal Register, EPA issued a final rule approving the motor vehicle emissions budgets from the MO Maintenance Plan for use in Conformity Determination process (effective June 22, 2018). The MO Maintenance Plan was approved by EPA on September 20, 2018.

The ozone regional emissions analysis for the Illinois maintenance and non-attainment areas for both ozone standards will utilize the 2008 and 2025 VOC and NO_x motor vehicle emissions budgets from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. EPA has found these MOVES2010-derived budgets adequate for Conformity Determination purposes and approved this Maintenance Plan in June 2012. The 2030 motor vehicle emissions budgets for VOC and NO_x from the IL 8-Hour Ozone Maintenance Plan for 2008 standard will also be used in this Conformity Determination. These budgets were developed using MOVES2014a and were found adequate by EPA (September 26, 2017 letter to Illinois EPA). In the December 11, 2017 Federal Register, a final rule (effective December 26, 2017) was issued by EPA finding the 2030 budgets adequate for conformity purposes. In the March 1, 2018 Federal Register, EPA issued a final rule, effective March 1, 2018, finding the 2030 motor vehicle emissions budgets adequate for use in Conformity Determination.

Jersey County was designated by EPA as a maintenance area for the 1997 ozone standard. In 2012 this county was designated by EPA as being in attainment of the 2008 ozone standard. In the July 2012 Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas, EPA stated that transportation conformity requirements for counties like Jersey cease to apply on July 20, 2013 and that no further conformity determinations for the 1997 ozone standard are required on or after that date. As the 1997 ozone standard has been revoked (March 6, 2015), no further conformity determinations for this ozone standard were required.

On February 16, 2018, the U.S. Court of Appeals for the District of Columbia issued a ruling in the South Coast Air Quality Management District vs. EPA case challenging EPA's final rule for implementing the 2008 ozone National Ambient Air Quality Standard (NAAQS), or 2008 ozone NAAQS State Implementation Plan (SIP) requirements rule. The court vacated portions of this rule but upheld EPA's revocation of the 1997 ozone standard in 2015. In its decision, the court used the term "orphan areas" to describe those 1997 ozone standard non-attainment or maintenance areas which EPA had designated as being attainment of the 2008 ozone standard. This decision has been under review by EPA, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). FHWA and FTA released interim guidance in April and October 2018 delineating the conformity process for the 1997 ozone standard for the 82 orphan areas. The eight-county St. Louis (MO-IL) region and Jersey County Illinois was identified as an orphan area. The interim guidance was used to prepare the Conformity Determination for the FY 2019-2022 TIP and related Amendments to Connected2045. Only regionally significant projects in Jersey County were affected by the interim guidance.

In April 2018 EPA requested a rehearing by the court of certain aspects of the February decision. On September 14, 2018 the court agreed to stay its vacatur of the portion of the EPA rule "that

exempts orphan areas from transportation conformity" until February 16, 2019 and denied the other aspects of rehearing request. EPA then issued guidance in November 2018 describing how transportation conformity determination can be made in the total or partial orphan areas which were either in non-attainment or maintenance for the 1997 ozone standard at the time it was revoked in March 2015.

According to the EPA guidance, a partial orphan maintenance has attained the 1997 ozone standard and is maintaining the standard as of March 6, 2015 and is not included in the smaller 2008 ozone nonattainment area. The eight-county St. Louis (MO-IL) region and Jersey County Illinois was identified as a partial orphan maintenance area. Jersey County is considered the orphan area because EPA found it to be in maintenance for the 1997 ozone standard and in attainment for the 2008 and 2015 ozone standards. Transportation conformity for the revoked 1997 ozone standard is to be performed for orphan areas containing regionally significant projects, such as Jersey County.

In 2005, EPA designated the eight-county St. Louis region as being in non-attainment of the 1997 annual $PM_{2.5}$ standard. The non-attainment area included: Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis in Missouri; and Madison, Monroe and St. Clair Counties in Illinois. Baldwin Township in Randolph County, Illinois was also part of the non-attainment area. EWG, as the MPO, was required to demonstrate Conformity with the current Transportation Plan and TIP for the $PM_{2.5}$ standard by April 5, 2006. In February 2006 EWG conducted a Conformity Determination on the FY 2006-2009 TIP and related amendments to Legacy *2030*, The Transportation Plan for the St. Louis Region, which satisfied this statutory deadline requirement. Effective October 2, 2018, EPA redesignated the Missouri counties to attainment for this standard (considered a maintenance area). Effective May 28, 2019, EPA redesignated Madison, Monroe and St. Clair Counties and Baldwin Township in Randolph County, Illinois to attainment for the 1997 annual $PM_{2.5}$ standard (considered a maintenance area). Based on EPA's 2016 Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements: Final Rule, when an area is redesignated to attainment for the 1997 standard, the 1997 standard is revoked and conformity requirements no longer apply.

In December 2014 (effective April 15, 2015), EPA found that it could not determine, based on available data, whether the eight-county St. Louis region and Baldwin Township in Randolph County, Illinois met the 2012 annual $PM_{2.5}$ standard or was contributing to a nearby violation. EPA identified this area as "unclassifiable". With no air quality plans in place for this "unclassifiable" area for the 2012 annual $PM_{2.5}$ standard, transportation air quality Conformity Determination is not needed with respect to this standard.

Effective January 28, 2019, EPA approved the request by Illinois to designate the entire state as attainment for the 2012 annual $PM_{2.5}$ standard. In May 2019 EPA found Madison, Monroe and St. Clair Counties and Baldwin Township to be in attainment of the 1997 annual $PM_{2.5}$ standard. When that occurred, the 1997 annual $PM_{2.5}$ standard was revoked. For Illinois, an air quality Conformity Determination is no longer needed for the long range transportation plan, TIP or at the project-level. In October 2018 EPA found the Missouri counties making up the St. Louis region to be in attainment of the 1997 annual $PM_{2.5}$ standard and then revoked this standard. In May 2019,

EPA proposed to approve the request by Missouri to designate the Missouri counties as attainment for this standard. Final action is anticipated later this year.

Within PM non-attainment or maintenance areas, a transportation project sponsor has to determine if proposed major transportation project would be considered to be a "project of air quality concern." A project of air quality concern usually involves either large traffic volumes and/or significant diesel traffic (i.e., bridge, bus or rail terminals). This would be done during the NEPA process. If a project were deemed a project of concern, a project-level PM hot-spot Conformity Determination would be required. However, the development of the hot-spot analysis is the responsibility of the project sponsor and not the MPO.[1] For example, in 2006 a qualitative PM hot-spot analysis was done by IDOT for the New Mississippi River Bridge project. As Illinois has been found in attainment of the 2012 annual $PM_{2.5}$ standard, project-level PM hot-spot Conformity Determination is not required. Until EPA finalized the designation of the Missouri counties to attainment of the 2012 annual $PM_{2.5}$ standard, it will be necessary for a project sponsor to determine, during the NEPA process, if a proposed major transportation project would be a project of air quality concern.

Part of the region, consisting of the City of St. Louis and that portion of St. Louis County within the I-270 loop, is classified as a limited maintenance area for carbon monoxide (CO). On June 17, 1997 the MoDNR submitted The Missouri State Implementation Plan for Carbon Monoxide - St. Louis Metropolitan Area: Maintenance Provisions and Re-designation Request, October 1996 to EPA. The redesignation request was approved by EPA on March 31, 1999. MoDNR submitted their second CO maintenance plan, Revision to the Limited Maintenance Plan for the St. Louis Nonclassifiable Maintenance Area for the 8-Hour Carbon Monoxide National Ambient Air Quality Standard to EPA on April 3, 2014. The plan adequately demonstrated that the area will maintain the CO standard through 2022 and EPA plan approval was published in the October 2, 2015 Federal Register. As a result, the Limited Carbon Monoxide Maintenance Plan option allows plan conformity without a technical analysis.

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

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

[2] EPA, ***Transportation Conformity Regulations as of April 2012,*** April 2012; EPA, ***Transportation Conformity Guidance for 2008 Ozone NAAQS Nonattainment Areas***, July 2012; EPA, ***MOVES2010b User Guide***, July 2012; EPA, ***Policy Guidance for Use of MOVES2010 and Subsequent Minor Revisions for State Implementation Plan Development, Transportation Conformity, and Other Purposes***, April 2012, EPA, ***Guidance for Transportation Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance*** Areas, July 2012; EPA, ***Volume IV: Mobile Sources, Procedures for***

In 2007, MoDNR prepared a St. Louis Transportation Conformity Rule and in 2010 MoDNR proposed changes to the 2007 Transportation Conformity Rule. These rule changes were submitted to the Missouri Air Conservation Commission (MACC). In October 2010, the MACC approved the changes to the St. Louis Transportation Conformity Rule based on the January 2009 "Guidance for Developing Transportation Conformity State Implementation Plans (SIPs)" by EPA. The updated rule was effective February 28, 2011. Final approval of this rule by EPA took place on October 28, 2013. As the Illinois Transportation Conformity SIP is still under review by EPA, the Illinois part of the region remains subject to the provisions of the Federal Transportation Conformity Rule.

4.0 Conformity Determination Process

4.1 1997 Eight-Hour Ozone Standard

On February 16, 2018, the U.S. Court of Appeals for the District of Columbia issued a decision in the South Coast Air Quality Management District vs. EPA case challenging EPA's final rule for implementing the 2008 ozone National Ambient Air Quality Standard (NAAQS) or 2008 ozone NAAQS State Implementation Plan (SIP) Requirements rule. The court vacated portions of this rule but upheld EPA's revocation of the 1997 ozone standard on March 6, 2015. In its decision, the court used the term "orphan areas" to describe those 1997 ozone standard non-attainment or maintenance areas which EPA had designated as being in attainment of the 2008 ozone standard. This decision has been under review by EPA, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). FHWA and FTA released interim guidance in April and October 2018 which delineated the conformity process for the 1997 ozone standard for the 82 orphan areas. The eight county St. Louis (MO-IL) region and Jersey County Illinois was identified as an orphan area. EWG used this interim guidance to prepare the Conformity Determination for the FY 2019-2022 Transportation Improvement Program (TIP) and Related Amendments to *Connected2045*. Only regionally significant projects in Jersey County were affected by this interim guidance.

In April 2018 EPA requested a rehearing by the court of certain aspects of the February decision. On September 14, 2018, the court agreed to stay its vacatur of the portion of the EPA rule "that exempts orphan areas from transportation conformity" until February 16, 2019 and denied the other aspects of the rehearing request. Transportation conformity for the revoked 1997 ozone standard is to be performed for orphan areas starting February 16, 2019. EPA then issued guidance in November 2018 describing how transportation conformity determinations can be made in the total or partial orphan areas which were either in nonattainment or maintenance for the 1997 ozone standard at the time that standard was revoked in 2015. A partial orphan maintenance area is considered to be an area which was in maintenance (had attained) for the

Emission Inventory Preparation, EPA-450/4-81-026d (revised), July 1992; FHWA, ***Transportation Conformity Guide: A Basic Guide for State and Local Officials***, revised 2010.

1997 ozone standard as of March 6, 2015 but for which the non-attainment area for the 2008 ozone standard is smaller.

The eight-county St. Louis (MO-IL) region and Jersey County Illinois were identified as a partial orphan maintenance area. Jersey County is considered the orphan area because EPA found it to be in maintenance for the 1997 ozone standard and in attainment for both the 2008 and 2015 ozone standards. Regionally significant projects in Jersey County have to be part of the Conformity Determination process. Through the Inter Agency Consultation process, the Illinois Department of Transportation (IDOT) indicated there is one such project in Jersey County and provided project information. For this project in Jersey County, conformity determination will be performed in relation to the 1997 eight-hour ozone standard as part of the conformity determination process associated with the *Connected2045* Update.

The current transportation conformity regulation states that a regional emissions analysis is required starting one year after a non-attainment designation for a particular standard and continues until the effective date of the revocation of that standard by EPA. As the February 2018 court decision upheld EPA's revocation of the 1997 ozone standard, a regional emissions analysis is not required in a conformity determination for that standard in orphan areas. For the regionally significant project in Jersey County, the determination of conformity for the 1997 ozone standard was demonstrated by showing the following criteria delineated in the Final Conformity Rule 40 CFR Part 93 have been met: use of latest planning assumptions for Transportation Control Measures (TCMs) in approved State Implementation Plan (SIP) if TCMs are in that SIP; consultation requirements; timely implementation of any approved SIP TCMs if TCMs are in that SIP; and fiscal constraint. The use of the latest emissions model and either the emissions budget test or the interim emissions test is not required. The conformity analysis for the 1997 ozone standard for Jersey County was shown to satisfy: inter agency and public consultation has taken place and fiscal constraint of the regionally significant project. As the IL 8-Hour Ozone Maintenance Plan for the 1997 Standard does not contain TCMs, the first and third criteria do not apply. Documentation for this item and the process to determine conformity for the 1997 ozone standard can be found in Appendix F of the Conformity document for the *Connected2045* Update. Conformity for the 1997 ozone standard was satisfied.

4.2 2008 and 2015 Eight-Hour Ozone Standards

4.2.1 State Implementation Plans

An ozone control strategy SIP contains measures and policies for reducing ozone-forming emissions of VOC and NO_x. A Maintenance Plan demonstrates how an area that has attained an air quality standard will continue to attain the relevant standard for a minimum ten-year period. The plan also contains strategies that can be implemented in the event the region's air quality subsequently violates the applicable standard. Mobile sources, essentially road-based transportation, are one of several broad categories of pollution sources. The Maintenance Plan SIP contains estimates of attainment year emissions from all source categories and projects future year emissions. Future year emissions estimates must be lower than the emissions estimated for the attainment year. In addition, the total emissions projected for on-road mobile

sources in specific future years are established as motor vehicle emissions budgets for the purposes of conducting transportation conformity. Preparation of the SIP is the responsibility of the State. A SIP must be submitted to EPA in accordance with a schedule delineated in Federal regulation. EPA approval is required for all SIPs. Motor vehicle emissions budgets contained in a submitted SIP may be used as a basis for Conformity Determination findings before the SIP is formally approved, provided EPA has issued a specific Finding of Adequacy.

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

For the Missouri 2008 eight-hour ozone standard maintenance area (five counties), the Conformity Determination is made in relation to the 2015 motor vehicle emissions budgets from the Missouri Early Progress Plan for the 2008 standard. These budgets were established with the MOVES2010 model. In a letter to MoDNR dated October 28, 2013, EPA found these budgets adequate for Conformity Determination purposes. In the March 5, 2014 Federal Register, EPA issued a notice of adequacy for the 2015 budgets for Conformity purposes (effective March 19, 2014). In the January 14, 2016 Federal Register, EPA issued a final rule approving the MO Early Progress Plan (effective March 14, 2016). The Conformity Determination is also made in relation to the 2030 motor vehicle emissions budgets from the February 2018 technical correction MO Maintenance Plan for the 2008 standard. These budgets were established with the MOVES2014a model. In a letter to MoDNR dated May 15, 2018, EPA found these budgets adequate for Conformity Determination purposes. In the June 8, 2018 Federal Register, EPA issued a notice of adequacy for the 2030 budgets for Conformity purposes (effective June 22, 2018). In the September 20, 2108 Federal Register EPA issued a final rule approving the request by MoDNR and redesignated Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis as being in attainment of the 2008 ozone standard. EPA also approved Missouri's Maintenance Plan and the 2030 motor vehicle emission budgets for VOC and NO_x.

For the Missouri 2015 eight-hour ozone standard non-attainment area (see Figure 1), the Conformity Determination is made in relation to the 2015 motor vehicle emissions budgets from the Missouri Early Progress Plan for the 2008 standard. The Conformity Determination is also made in relation to the 2030 motor vehicle emissions budgets from the February 2018 technical correction MO Maintenance Plan for the 2008 standard.

At this time, Missouri does not have motor vehicle emissions budgets for the 2015 eight-hour ozone standard which have been approved or found adequate for conformity purposes by EPA. Approved or adequate motor vehicle emissions budgets from an applicable SIP or SIP submission for another (previous) ozone standard can be used in the regional emissions analysis. Since the Missouri non-attainment area for the 2015 eight-hour ozone standard has a smaller geographic area than what was established for the 2008 eight-hour ozone standard, EPA's Transportation Conformity Regulation sets out the option to either use the corresponding portion of the previous budgets which matches the 2015 non-attainment area in the regional emissions analysis or to use the existing budgets as is. EWG, after inter agency consultation, decided to use the existing motor vehicle emissions budgets from the Missouri SIPs as is.

For the Illinois 2008 eight-hour ozone standard maintenance area (Madison, Monroe and St. Clair counties), the Conformity Determination is made in relation to the 2025 motor vehicle emissions budgets contained in the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. These budgets were developed using the MOVES2010 model. On December 22, 2011, EPA found the 2008 and 2025 budgets in this Maintenance Plan adequate for Conformity Determination purposes. On June 12, 2012, EPA approved the IL 8-Hour Ozone Maintenance Plan for the 1997 standard and the 2008 and 2025 motor vehicle emissions budgets. For the remaining analysis years, the Conformity Determination is made in relation to the 2030 motor vehicle emissions budgets from the IL 8-Hour Maintenance Plan for 2008 standard. These budgets were developed using MOVES2014a and were adequate by EPA (September 26, 2017 letter to Illinois EPA). In the December 11, 2017 Federal Register, EPA issued a final rule approving these 2030 budgets which was effective December 26, 2017. In the March 1, 2018 Federal Register, EPA issued a final rule, effective March 1, 2018, redesignating Madison, Monroe and St. Clair Counties in Illinois as being in attainment of the 2008 eight-hour ozone standard, approving the Maintenance Plan for the Metro East St. Louis Ozone Nonattainment Area for the 2008 Ozone National Ambient Air Quality Standard (IL 8-Hour Maintenance Plan for 2008 standard) and finding the 2030 motor vehicle emissions budgets adequate for use in Conformity Determination.
For the Illinois 2015 eight-hour ozone standard non-attainment area (see Figure 1) the Conformity Determination is made in relation to the 2008 and 2025 motor vehicle emissions budgets contained in the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. For the remaining analysis years, the Conformity Determination is made in relation to the 2030 motor vehicle emissions budgets from the IL 8-Hour Maintenance Plan for the 2015 standard.

At this time, Illinois does not have motor vehicle emissions budgets for the 2015 eight-hour ozone standard which have been approved or found adequate for conformity purposes by EPA. Approved or adequate motor vehicle emissions budgets from an applicable SIP or SIP submission for another (previous) ozone standard can be used in the regional emissions analysis. Since the Illinois non-attainment area for the 2015 eight-hour ozone standard has a smaller geographic area than what was established for the 2008 eight-hour ozone standard, EPA's Transportation Conformity Regulation sets out the option to either use the corresponding portion of the previous budgets which matches the 2015 non-attainment area in the regional emissions analysis or to use the existing budgets as is. EWG, after inter agency consultation, decided to use the existing motor vehicle emissions budgets from the Illinois SIPs as is.

4.2.2 Regional Emissions Analysis: Emissions Budget Tests

The principal step toward making a Conformity Determination for the 2008 eight-hour ozone standard for the analysis years 2025, 2030, 2035 and 2045 is to demonstrate that the anticipated emission levels of ozone precursor pollutants which will result from planned and programmed transportation projects (the "Action" scenario) will be less than the level defined in the motor vehicle emissions budgets from the MO Early Progress Plan for the 2008 standard, the MO Maintenance Plan for the 2008 standard, the IL 8-Hour Ozone Maintenance Plan for the 1997 standard and the IL 8-Hour Ozone Maintenance Plan for the 2008 standard. The SIP motor vehicle emissions budgets from the MO Early Progress Plan for the 2008 standard and the IL 8-

Hour Ozone Maintenance Plan for the 1997 standard were established using the MOVES2010 model for the two sets of pollutants which are precursors of ozone formation, VOC, primarily hydrocarbons, and NO_x. The VOC and NO_x motor vehicle emissions budgets from the MO Maintenance Plan for the 2008 standard and the IL 8-Hour Ozone Maintenance Plan for the 2008 standard were established using the MOVES2014a model.

The principal step toward making a Conformity Determination for the 2015 eight-hour ozone standard for the analysis years 2020, 2025, 2030, 2035 and 2045 is to demonstrate that the anticipated emission levels of ozone precursor pollutants which will result from planned and programmed transportation projects (the "Action" scenario) will be less than the level defined in the motor vehicle emissions budgets from the MO Early Progress Plan for the 2008 standard, the MO Maintenance Plan for the 2008 standard, the IL 8-Hour Ozone Maintenance Plan for the 1997 standard and the IL 8-Hour Ozone Maintenance Plan for the 2008 standard.

4.2.2.1 Missouri

To conduct a Conformity Determination for the 2008 eight-hour ozone standard for the 2025 analysis year, it is necessary to demonstrate that the anticipated emission levels of precursor pollutants of ozone formation (VOC, primarily hydrocarbons, and NO_x) which will result from the “Action” scenario will be less than the 2015 motor vehicle emissions budgets (Table 1) from the MO Early Progress Plan for the 2008 standard. These budgets were developed with the MOVES2010 model. In a letter to MoDNR dated October 28, 2013, EPA issued an adequacy finding for the 2015 VOC and NO_x motor vehicle emissions budgets. In the March 5, 2014 Federal Register, EPA issued a notice of adequacy for the 2015 budgets for Conformity purposes (effective March 19, 2014). These budgets can be used in the Conformity Determination process. In the January 14, 2016 Federal Register, EPA issued a final rule approving the MO Early Progress Plan (effective March 14, 2016). To conduct a Conformity Determination for the analysis years of 2030, 2035 and 2045, it is necessary to demonstrate that the anticipated emission levels VOC and NO_x which will result from the “Action” scenario will be less than the 2030 motor vehicle emissions budgets from the MO Maintenance Plan for the 2008 standard. These budgets were developed with the MOVES2014a model. In a letter to MoDNR dated May 15, 2018, EPA issued an adequacy finding for the 2030 VOC and NO_x motor vehicle emissions budgets. In the June 8, 2018 Federal Register, EPA issued a notice of adequacy for the 2015 budgets for Conformity purposes (effective June 22, 2018). These budgets can be used in the Conformity Determination process. In the September 20, 2108 Federal Register EPA issued a final rule approving the request by MoDNR and redesignated Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis as being in attainment of the 2008 ozone standard. EPA also approved Missouri’s Maintenance Plan and the 2030 motor vehicle emission budgets for VOC and NO_x.

To conduct a Conformity Determination for the 2015 eight-hour ozone standard for the 2020 and 2025 analysis years, it is necessary to demonstrate that the anticipated emission levels of precursor pollutants of ozone formation (VOC, primarily hydrocarbons, and NO_x) which will result from the “Action” scenario will be less than the 2015 motor vehicle emissions budgets (Table 1) from the MO Early Progress Plan for the 2008 standard. To conduct a Conformity Determination for the analysis years of 2030, 2035 and 2045, it is necessary to demonstrate that the anticipated

emission levels VOC and NO_x which will result from the “Action” scenario will be less than the 2030 motor vehicle emissions budgets from the MO Maintenance Plan for the 2008 standard.

The 2015 and 2030 motor vehicle emissions budgets are summarized in Table 1.

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

Pollutant	**2015** **MO Early Progress Plan**	**2030** **MO Maintenance Plan**
Volatile Organic Compounds (VOC)	32.70	22.00
Oxides of Nitrogen (NO_x)	76.70	40.00

4.2.2.2 Illinois

To conduct a Conformity Determination for the 2008 eight-hour ozone standard for the analysis year 2025 it is necessary to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from planned and programmed transportation projects (the "Action" scenario) will be less than the level defined in the 2025 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. The SIP motor vehicle emissions budgets were established using the MOVES2010 model for the two sets of pollutants which are precursors of ozone formation, VOC, primarily hydrocarbons, and NO_x. A finding of adequacy for the 2025 budgets was issued by EPA and published in the December 22, 2011 Federal Register. On June 12, 2012, EPA approved the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. For the analysis years of 2030, 2035 and 2045 it is necessary to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from the “Action” scenario will be less than the level defined in the 2030 motor vehicle emissions budgets from the IL 8-Hour Ozone Maintenance Plan for the 2008 standard. The SIP motor vehicle emissions budgets for VOC and NO_x were established using the MOVES2014a model. A finding of adequacy for the 2030 budgets was issued by EPA and published in the December 11, 2017 Federal Register and to be effective December 26, 2017. On March 1, 2018, EPA approved the IL 8-Hour Ozone Maintenance Plan for the 2008 standard including the 2030 budgets.

To conduct a Conformity Determination for the 2015 eight-hour ozone standard for the analysis year 2020 it is necessary to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from planned and programmed transportation projects (the “Action” scenario) will be less than the level defined in the 2008 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. To conduct a Conformity Determination for the analysis year 2025, it is necessary to demonstrate the anticipated emission levels of atmospheric pollutants which will result from planned and programmed transportation projects (the “Action” scenario) will be less than the level defined in the 2025 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. The 2008

and 2025 SIP motor vehicle emissions budgets were established using the MOVES2010 model for the two sets of pollutants which are precursors of ozone formation, VOC, primarily hydrocarbons, and NO_x. A finding of adequacy for the 2008 and 2025 budgets was issued by EPA and published in the December 22, 2011 Federal Register. On June 12, 2012, EPA approved the IL 8-Hour Ozone Maintenance Plan for the 1997 standard. For the analysis years of 2030, 2035, and 2045 it is necessary to demonstrate that the anticipated emission levels of atmospheric pollutants which will result from the "Action" scenario will be less than the level defined in the 2030 motor vehicle emissions budgets from the IL 8-Hour Ozone Maintenance Plan for the 2008 standard. The SIP motor vehicle emissions budgets for VOC and NO_x were established using the MOVES2014a model. A finding of adequacy for the 2030 budgets was issued by EPA and published in the December 11, 2017 Federal Register and to be effective December 26, 2017. On March 1, 2018, EPA approved the IL 8-Hour Ozone Maintenance Plan for the 2008 standard including the 2030 budgets.

The 2008, 2025 and 2030 motor vehicle emissions budgets are summarized in Table 2.

Table 2
Illinois Motor Vehicle Emissions Budgets
(US tons per day)

Pollutant	**2008 Illinois 8-Hour Ozone Maintenance Plan for 1997 Standard**	**2025 Illinois 8-Hour Ozone Maintenance Plan for 1997 Standard**	**2030 Illinois 8-Hour Ozone Maintenance Plan for 2008 Standard**
Volatile Organic Compounds (VOC)	17.27	5.68	9.05
Oxides of Nitrogen (NO_x)	52.57	15.22	16.68

4.2.3 Conformity Tests: Analysis Years

For the FY 2020-2023 TIP the tests detailed in Sections 4.2.2 addressing the 2008 eight-hour ozone standard have to be satisfied for those transportation projects and programs expected to be operational by the analysis year of 2045 (horizon year of the regional transportation plan) and for the analysis years 2025, 2030 and 2035.

For the FY 2020-2023 TIP the tests detailed in Sections 4.2.2 addressing the 2015 eight-hour ozone standard have to be satisfied for those transportation projects and programs expected to be operational by the analysis year of 2045 (horizon year of the regional transportation plan) and for the analysis years 2020, 2025, 2030 and 2035.

4.2.4 Conformity Tests for the FY 2020-2023 TIP - Summary - Missouri and Illinois

In accordance with current EPA guidance, and in consultation with the Inter Agency Consultation Group (IACG), EWG is utilizing the following mobile source emissions tests for determining conformity on the Plan and TIP. This Conformity Determination has been prepared in relation to the budgets and tests applicable as of January 30, 2019 and on the most current planning assumptions as agreed to by the IACG. The MOVES2014a model was utilized in completing the conformity budgets tests for Missouri and Illinois.

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

Analysis Years – 2008 Eight-Hour Ozone Standard
2025 – First analysis year (IL 8-Hour Ozone Maintenance Plan for the 1997 standard has 2025 budgets)
2030 – Intermediate analysis year (MO Maintenance Plan and IL Maintenance Plan for the 2008 standard both have 2030 budgets)
2035 - Intermediate analysis year
2045 - Horizon year for *Connected2045* Update

Tests of Conformity – 2008 Eight-Hour Ozone Standard
Missouri
"Action" scenario compared with the 2015 motor vehicle emissions budget from the MO Early Progress Plan for 2008 standard for VOC for 2025
"Action" scenario compared with the 2015 motor vehicle emissions budget from the MO Early Progress Plan for 2008 standard for NO_x for 2025
"Action" scenario compared with the 2030 motor vehicle emissions budget from the MO Maintenance Plan for 2008 standard for VOC for 2030, 2035 and 2045
"Action" scenario compared with the 2030 motor vehicle emissions budget from the MO Maintenance Plan for 2008 standard for NO_x for 2030, 2035 and 2045
Illinois
"Action" scenario compared with the 2025 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard for VOC for 2025
"Action" scenario compared with the 2025 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard for NO_x for 2025
"Action" scenario compared with the 2030 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 2008 standard for VOC for 2030, 2035 and 2045
"Action" scenario compared with the 2030 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 2008 standard, for NO_x for 2030, 2035 and 2045

Analysis Years – 2015 Eight-Hour Ozone Standard

2020 – Attainment year for the areas designated as marginal non-attainment for the 2015 eight-hour ozone standard

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

2030 – Intermediate analysis year (MO Maintenance Plan and IL Maintenance Plan for the 2008 standard both have 2030 budgets)

2035 - Intermediate analysis year

2045 - Horizon year for *Connected2045* Update

Tests of Conformity – 2015 Eight-Hour Ozone Standard

Missouri

"Action" scenario compared with the 2015 motor vehicle emissions budget from the MO Early Progress Plan for 2008 standard for VOC for 2020 and 2025

"Action" scenario compared with the 2015 motor vehicle emissions budget from the MO Early Progress Plan for 2008 standard for NO_x for 2020 and 2025

"Action" scenario compared with the 2030 motor vehicle emissions budget from the MO Maintenance Plan for 2008 standard for VOC for 2030, 2035 and 2045

"Action" scenario compared with the 2030 motor vehicle emissions budget from the MO Maintenance Plan for 2008 standard for NO_x for 2030, 2035 and 2045

Illinois

"Action" scenario compared with the 2008 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard for VOC for 2020

"Action" scenario compared with the 2008 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 1997 standard for NO_x for 2020

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

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

"Action" scenario compared with the 2030 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 2008 standard for VOC for 2030, 2035 and 2045

"Action" scenario compared with the 2030 motor vehicle emissions budget from the IL 8-Hour Ozone Maintenance Plan for the 2008 standard, for NO_x for 2030, 2035 and 2045

4.2.5 Transportation Control Measures

Another element of a Conformity Determination is an assessment of progress in implementing Transportation Control Measures (TCMs). These measures are intended to reduce emissions or concentrations of pollutants from transportation sources by reducing vehicle use or otherwise reducing vehicle emissions. For the St. Louis region, the 15 Percent Rate-of-Progress ozone SIPs included categories of TCMs, together with estimates of the anticipated emissions benefits. The 1997 report: *Transportation Control Measures in the St. Louis Region: Completion Report* documented the implementation of TCMs by general SIP category of control measures. Currently

the State does not have any TCMs in their SIP and therefore no TCMs are part of the Regional Emissions Analysis. However, the Congestion Mitigation Air Quality (CMAQ) program is ongoing and has produced emission reduction projects that EWG monitors. EWG maintains a database of CMAQ projects and their related emission reduction benefits.

4.2.6 Conformity Determination Technical Methodology

The calculation of VOC and NO_x mobile source emissions is a two-step process for each analysis year. First, all regionally significant transportation facilities are included in EWG's regional travel demand model. This includes all projects from the FY 2020-2023 TIP. Appendix A lists the projects included in the regional emissions analysis. Utilizing the project list from Appendix A, the travel demand model is used to forecast vehicle miles of travel in the region. The underlying assumptions regarding population and employment changes in the region are set out for reference in Appendix B. The travel demand modeling assumptions and procedures are discussed in Appendix C.

Second, the MOVES2014a emissions model is used to develop emissions factors that indicate how much of each pollutant is produced per vehicle mile of travel. These factors are applied to the forecasts from the travel demand model to derive a modeled total of vehicle emissions for each of the two pollutants in each of the four analysis periods. These procedures are discussed, and the results summarized, in Appendix D and Appendix E. Appendix H contains documentation of input and output files associated with the MOVES2014a model.

In all, emissions have to be estimated for both pollutants (i.e. VOC and NO_x) related to three time periods (a.m. peak, p.m. peak and off-peak), for both states in the Plan's analysis years and for the inspection and maintenance (I/M) test area and non I/M test area, giving multiple sets of emissions calculations. The predicted emissions that result from these modeling procedures are then subject to each of the tests of conformity outlined above. The results are shown in Tables 3 through 6 below and also in Appendix E.

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

Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Emissions	2015 Budget	Emissions	2015 Budget
2025	11.59	32.70	18.26	76.70
Analysis Year	Emissions	2030 Budget	Emissions	2030 Budget
2030	8.95	22.00	13.10	40.00
2035	7.81	22.00	10.97	40.00
2045	6.87	22.00	9.92	40.00
All tests have been passed for all years.				

Table 4 **Regional Emissions Analysis: Conformity Tests – ILLINOIS** **Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard** (US tons per day)				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Emissions	2025 Budget	Emissions	2025 Budget
2025	5.58	5.68	8.04	15.22
Analysis Year	Emissions	2030 Budget	Emissions	2030 Budget
2030	4.21	9.05	5.77	16.68
2035	3.49	9.05	4.74	16.68
2045	3.07	9.05	4.45	16.68
All tests have been passed for all years.				

Table 5 **Regional Emissions Analysis: Conformity Tests - MISSOURI** **Based on Conformity Requirements for 2015 Eight-Hour Ozone Standard** **3 County and 1 Township Non-Attainment Area**				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2015 Budget	Action	2015 Budget
2020	13.17	32.70	24.77	76.70
2025	9.86	32.70	15.40	76.70
		2030 Budget		2030 Budget
2030	7.60	22.00	11.01	40.00
2035	6.62	22.00	9.18	40.00
2045	5.80	22.00	8.24	40.00
All tests have been passed for all years.				

Table 6 **Regional Emissions Analysis: Conformity Tests – ILLINOIS** **Based on Conformity Requirements for 2015 Eight-Hour Ozone Standard** **2 County Non-Attainment Area**				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2008 Budget	Action	2008 Budget
2020	7.06	17.27	12.08	52.57
		2025 Budget		2025 Budget
2025	5.26	5.68	7.60	15.22
		2030 Budget		2030 Budget
2030	3.97	9.05	5.46	16.68
2035	3.39	9.05	4.62	16.68
2045	2.90	9.05	4.21	16.68
All tests have been passed for all years.				

5.0 Consultation and Public Participation

5.1 Consultation: Conformity Procedures

Federal regulation requires that Conformity Determinations must be made:

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

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

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

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

During the preparation of the Conformity Determination for the FY 2020-2023 TIP, the IACG met on January 29, 2019, March 26, 2019 and May 28, 2019 to determine the best course of action. The general approach to the Conformity Determination, the procedures used and all of the major assumptions have been subject to discussion, review and, where appropriate, consensus approval by this group. In addition, many other agencies are involved in the process leading to a Conformity Determination through their involvement in EWG's Air Quality Advisory Committee and Executive Advisory Committee.

5.2 When Conformity Analysis Begins

At the February 2009 meeting, the IACG reached consensus that the start of the Conformity Analysis would be defined as the date of the initiation of the operation of the travel demand model for Conformity Determination purposes. For this Determination, that date is January 30, 2019.

5.3 Public Participation for the FY 2020-2023 TIP and Conformity Determination and Documentation (8-Hour Ozone)

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

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

The *Public Involvement Plan*, adopted by the EWG Board in May 2019 establishes the mechanisms by which EWG reaches out to its many stakeholders and the public.

The EWG web site, www.ewgateway.org, includes information about EWG, its planning partners, MPO activities and opportunities for citizens to learn and participate in transportation

decisions. Meetings of all EWG committees, task forces and other groups, as well as notes from past meetings are regularly posted on the site. The Web site also includes links to many other transportation resources. The FY 2020-2023 TIP materials are accessible through the site.

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

The official public comment period is from June 28, 2019 to August 5, 2019. Public review of the FY 2020-2023 TIP and Air Quality Conformity Determination and Documentation (8-Hour Ozone) will take place through several different means. Five public open-house style meetings are scheduled for July. Persons requiring special accommodations should notify Roz Rodgers at least 48 hours prior to the open house at 314-421-4220 or 618-274-2750 or email at titlevi@ewgateway.org.

At the public open houses, copies of the FY 2020-2023 TIP and Air Quality Conformity Determination and Documentation (8-Hour Ozone), as well as supplemental materials will be available for review, discussion, and comment. These same materials will be available on the Council's website. Citizens and members of organizations are invited to attend the public open house meeting that is most convenient for them.

The schedule for the public open-house style meetings for the FY 2020-2023 TIP and Air Quality Conformity Determination and Documentation (8-Hour Ozone) is shown below. The schedule is available on postcards that have been distributed throughout the region, on the Council's website, in the Council's *Local Government Briefings* electronic newsletter and local newspapers (St. Louis Post-Dispatch, etc.)

- Tuesday, July 9, 2019: 4:30 PM to 6:30 PM – The Heights Community Center, 8001 Dale Avenue, Richmond Heights, MO

- Wednesday, July 10, 2019: 4:30 PM to 6:30 PM – Hillsboro City Hall, 101 Main Street, Hillsboro, MO

- Wednesday, July 17, 2019: 4:30 PM – 6:30 PM – Fairview Heights, The Rec, 9950 Bunkum Road, Fairview Heights, IL

- Thursday, July 18, 2019: 4:30 PM – 6:30 PM – Pacific City Hall, 300 Hoven Drive, Pacific, MO

- Tuesday, July 30, 2019: 4:30 PM – 6:30 PM – Wentzville City Hall – Council Chambers, 1001 Schroeder Creek Boulevard, Wentzville, MO

Comment forms are available at the public open houses or comments could be submitted by email. Comments on the air quality Conformity Determination document must be received or postmarked by Monday, August 5, 2019. Comments can be submitted through our website at www.ewgateway.org or East-West Gateway Council of Governments, Attn: FY 2020-2023 TIP at One S. Memorial Drive, Suite 1600, St. Louis, Missouri 63102.

Consultation and Public Participation

The draft Air Quality Conformity Determination and Documentation (8-Hour Ozone) for the FY 2020-2023 TIP was made available for public review between June 28, 2019 and August 5, 2019 (totaling 39 days). In all staff received 36 comment forms or emails from individuals or groups. No comments were received regarding the Conformity Determination. A total of 82 people attended the open house meetings. Some editorial or stylistic changes were made to clarify the document however, no substantive changes to the analysis or the finding of Conformity were made to the Air Quality Conformity Determination and Documentation (8-Hour Ozone) for the FY 2020-2023 TIP and related amendments to the *Connected2045* Update. Added to Appendix A –Table A-2 were eight exempt IDOT projects which are carryovers from the FY 2019-2022 TIP and related amendments to *Connected2045* and were part of the Conformity Determination conducted in 2018. Their air quality status did not change.These projects were programmed in FY 2020 and are anticipated to have a letting between September 2019 and March 2020. This addition did not cause a substantive changes to the analysis or the finding of Conformity.

Declaration of Conformity for 1997 Eight-Hour Ozone

Based on the analysis performed during the Conformity Determination for the *Connected2045* Update, the regionally significant project in Jersey County Illinois is found to be in conformity with the requirements of the Clean Air Act Amendments of 1990, the relevant sections of the Final Conformity Rule 40 CFR Part 93 and the procedures set forth in the Missouri State Conformity Regulations 10 CSR 10-5.480 for the revoked 1997 eight-hour ozone standard.

Declaration of Conformity for 2008 Eight-Hour Ozone

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

Declaration of Conformity for 2015 Eight-Hour Ozone

Based on the analysis, the projects and programs included in the *Connected2045* Update are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990, the relevant sections of the Final Conformity Rule 40 CFR Part 93 and the procedures set forth in the Missouri State Conformity Regulations 10 CSR 10-5.480 for the 2008

eight-hour ozone standard. This Conformity Determination covers the St. Louis 2015 eight-hour ozone non-attainment area: St. Charles and St. Louis Counties, the City of St. Louis and Boles Township in Franklin County in Missouri; and Madison and St. Clair Counties in Illinois.

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FY 2020-2023 Transportation Improvement Program and Related Amendments to Update to *Connected2045:* Long Range Transportation Plan for the St. Louis Region

Air Quality Conformity Determination and Documentation for Eight-Hour Ozone Appendices

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Appendix A
Transportation Planning Projects

The project descriptions described below were used for the purposes of travel demand modeling and air quality analysis, and form the basis of the Air Quality Conformity Determination for the FY 2020-2023 Transportation Improvement Program (TIP) and related amendments to Update to *Connected2045*. Included in the list are all the projects capable of being modeled from the FY 2020-2023 TIP and related amendments to Update to *Connected2045*. In addition to the projects identified in the plan and TIP the list includes project that may potentially be carried over due to schedule changes and any non-federally funded projects we are aware of at this time. Information is listed on the route, the location and/or limits of the project, the description of the project or planning assumptions made for the purposes of analysis, and the analysis year in which the project is expected to be complete.

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

The lists include all regionally significant projects that involve changes to the capacity or performance of the highway or transit system in ways that potentially affect mobile source emissions. Certain types of projects, such as interchange improvements, may be deemed non-exempt but are not regionally significant. In such cases, these projects have been included in the regionally significant projects listing for tracking and informational purposes. In addition, the list may include the planning assumptions made with regard to Major Transportation Investment Analyses (MTIAs) and other corridor studies. County maps displaying these projects and a more detailed description of the projects can be found in the TIP and related amendments to *Connected2045*.

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

The projects listed in **Table A-2** were included in the FY 2019-2022 TIP and related amendments to *Connected2045*. The status of the projects is unchanged. This table is sorted by Air Quality classifications: Regionally Significant, Not Regionally Significant, and Exempt.

As noted in the Overview, air quality analyses have been performed for each of the following analysis years: for the 2008 eight-hour ozone standard in the St. Louis eight-county maintenance area (Missouri and Illinois) the years are 2025, 2030, 2035 and 2045; and for the 2015 eight-hour ozone standard non-attainment area (St. Louis and St. Charles Counties, City of St. Louis and Boles Township in Franklin County, Missouri and Madison and St. Clair Counties, Illinois) the analysis years are 2020, 2025, 2030, 2035 and 2045.

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	FY 2020-2023 TIP	Jefferson County Port Authority/ 6977 - 21/ Multi-County-M	Marine Vessel Engine Repower - 2021 - Repower Two Marine Vessels Serving Mississippi R And Missouri R. In Non-Attainment Area - 1 Towboat 1 Ferry	Air Quality Related Improvement	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6979A - 20/ St. Charles	I-70 - At MO 94 (First Capitol Dr) Convert Interchange To Diverging Diamond	Traffic Operations	Interstate	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6806E - 18/ St. Charles	I-70/I-70 Outer Road - Cave Springs To Fairgrounds Corridor Improvements	Traffic Operations	Interstate	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6936N - 19/ St. Charles	MO 94/MO 364 - At Muegge Rd - Combine W Tip# 6962 Interchange Reconfiguration - Eliminate Signal - Add Lanes	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6979C - 22/ Multi-County-M	Signal Optimization - 2022 - Various Locations Along MO 180, MO 21, MO N, MO U, MO Ee & MO 267 In St. Louis Co; US 61/67 In Jeff Co.; MO K In St. Charles Co	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	Non-Federally Funded Project	O'Fallon/ 7063B-20/ St. Charles	I-70 South Outer Road - MO K To West Of Woodlawn New Outer Road/Interchange Revision	New Road/ Bridge (Adding SOV Capacity)	Major Collector	2020	Yes	
Regionally Significant	Non-Federally Funded Project	St. Charles/ 6099H-20/ St. Charles	Convention Center Blvd Extension - Sherbrooke Dr To Convention Center Entrance New Two Lane Road	New Road/ Bridge (Adding SOV Capacity)	Major Collector	2020	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Charles County/ 6981B - 20/ St. Charles	Gateway Green Light Signal Optimization - 2020 - Various Locations Along Main St, Mexico Rd Tr Hughes Blvd, Tom Ginnever, O'Fallon Rd	Traffic Operations	Principal Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	FY 2020-2023 TIP	St. Charles County/ 6962 - 23/ St. Charles	MO 94/364 - Muegge Rd To Zumbehl - Combined W Tip 6936N New Interchange At Muegge - New Eb Ln On MO 94	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Louis/ 6982A - 20/ St. Louis City	20th Street - Market St To St. Louis Ave - Cycletrack - Traf. Signals Shared Use Path - Lighting - Sidewalk - Signal Intercnt	Traffic Operations	Local Road	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Louis/ 6982B - 20/ St. Louis City	Traffic Management Enhancements, Phase 4 - Various Locations Along Goodfellow, Mlk Dr, Halls Ferry Rd - Traffic Monitoring Cameras - Signal Impr.	Traffic Operations	Minor Arterial	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Louis County/ 6983 - 20/ St. Louis	North County ITS - 2021 - Various Locations Along Howdershell Rd, Old Halls Ferry Rd, Shackelford Rd	Intelligent Transportation Systems (ITS)	Principal Arterial	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Peters/ 6964 - 22/ St. Charles	MO 370 - At Salt River Road New Interchange - Wb And Sb	New Road/ Bridge (Adding SOV Capacity)	Expressway	2025	Yes	
Regionally Significant	Non-Federally Funded Project	Wentzville/ 7025D-21/ St. Charles	Wentzville Parkway, Phase 2 - Veterans Memorial Pkwy To Interstate Dr New 2 Lane Road - Bridge Over RR	New Road/ Bridge (Adding SOV Capacity)	Major Collector	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6990C - 20/ St. Charles	I-64 - Over Missouri River (Daniel Boone Bridge) Payment To St Charles Co For Location Study	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2020	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6989U - 21/ Multi-County-M	Various - Locations Around The St Louis District ITS Improvements To Dynamic Message Signs	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6989V - 20/ Multi-County-M	Various - Locations Throughout The St Louis District ITS Improvements To Dynamic Message Signs	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6989W - 22/ Multi-County-M	Various - Locations Throughout The St Louis District ITS Improvements To Dynamic Message Signs	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6989Y - 21/ Multi-County-M	Various - Routes In St Louis District ITS Improvements To CCTV Cameras	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6989Z - 22/ Multi-County-M	Various - Routes In St Louis District ITS Improvements To CCTV Cameras	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6989X - 20/ Multi-County-M	Various - Routes In St Louis District ITS Improvements To CCTV Cameras	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6892E - 23/ Multi-County-M	Various - In St. Louis District Emergency Response Operations And Staff	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6892F - 23/ Multi-County-M	Various - TMC Building ITS Operations, Modot Staff, Equipment Maintenance & Tmc Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6892H - 23/ Multi-County-M	Various - St Louis District ITS Maintenance And Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6892I - 23/ Multi-County-M	Various - TMC Building ITS System Preservation, Repairs, And Upgrades	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6892J - 23/ Multi-County-M	Various - TMC Building Payment For Advanced Traffic Management System Maintenance Contract Consult	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	Smithton/ 6986F - 20/ St. Clair	IL 159 (N. Main St) - Barker St To Sunset Dr Two Way Turn Lane - Shared Use Path (8')	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	St. Charles County/ 6981C - 20/ St. Charles	Smart Parking Management System - Dt St. Charles - Develop Smart Parking System - Parking Lot Sensors Msg Signs - Cameras - Phone App - Lease Electric Shuttle	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt - 93.127	FY 2020-2023 TIP	Des Peres/ 6976 - 20/ St. Louis	Des Peres Road - At Old Des Peres Rd Roundabout - Sidewalk	Traffic Operations	Major Collector	2025	Yes	
Exempt - 93.127	FY 2020-2023 TIP	Glen Carbon/ 6986C - 20/ Madison	IL 159 - At Glen Carbon Rd/Cottonwood Rd Add Right Turn Lanes (Eb) (Nb) - Sidewalk	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.127	FY 2020-2023 TIP	Madison County Transit District/ 6986D - 20/ Madison	Bus Replacement - Replace Five 40' Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.127	FY 2020-2023 TIP	MoDOT/ 6979B - 20/ St. Louis	MO 109 - At MO CC (Wild Horse Creek Rd)/S. Eatherton Rd Roundabout	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	FY 2020-2023 TIP	St. Charles County/ 6981A - 22/ St. Charles	Central School Road - At St. Peters Howell Rd Intersection Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	FY 2020-2023 TIP	St. Clair County/ 6986G - 20/ St. Clair	Old Collinsville Road - At Ashland Ave Add Southbound Right Turn Lane	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	FY 2020-2023 TIP	St. Peters/ 6965 - 23/ St. Charles	Spencer Road - Thoele Rd/Springwood Dr To Willot Rd Reconstruction - Mini Roundabouts - Sidewalk (6')	Road Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.127	FY 2020-2023 TIP	Wentzville/ 6984 - 20/ St. Charles	MO Z - At Interstate Dr Add Nb Right Turn Lane	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Alton/ 6985A - 23/ Madison	Brown Street - Main St To Worden Ave Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Augusta/ 6937 - 22/ St. Charles	High/Jackson/Locust Sidewalk - High: Mt Pleasant Est. - Jackson: Jack: High-Locust Locust: Jackson - Church Rd; Sidewalks (5')	Pedestrian Facilities - Construction	Rural Minor Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2020-2023 TIP	Ballwin/ 6938 - 22/ St. Louis	New Ballwin Road - Manchester Rd (MO 100) To Twigwood Dr Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6939A - 22/ Multi-County-M	Call-A-Ride Van Replacement - 2022 (A) - Replace Nine Call-A-Ride Vans	Capital Improvement - Rideshare	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6939B - 22/ Multi-County-M	Call-A-Ride Van Replacement - 2022 (B) - Replace Nine Call-A-Ride Vans	Capital Improvement - Rideshare	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6891F - 20/ Multi-State	Facility Rehabilitation And Equipment -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6986A - 22/ St. Clair	Metro Bus Replacement - 2022 (A) - Replace Three Buses St. Clair County Transit District	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6975A - 22/ Multi-County-M	Metro Bus Replacement - 2022 (A) - Replace Ten Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6986B - 20/ St. Clair	Metro Bus Replacement - 2022 (B) - Replace Three Buses St. Clair County Transit District	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6975B - 22/ Multi-County-M	Metro Bus Replacement - 2022 (B) - Replace Nine Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6891H - 20/ Multi-State	Metrolink Row Maintenance - Stations And Parking Lots	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6891G - 21/ Multi-State	Revenue Vehicle Replacement -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Cahokia/ 6985B - 23/ St. Clair	Jerome Lane - Range Ln To Nash St Resurfacing - Curb Ramps - Bike Lane (6')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Centreville/ 6985C - 23/ St. Clair	Bond Avenue Drainage And Sidewalks - Old Missouri Ave To City Limits Sidewalks (5') - Reshape Ditches	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2020-2023 TIP	Collinsville/ 6985D - 23/ Madison	Summit Avenue, Phase 1 - Notting Hill Rd To Alco Dr Resurfacing - Sidewalks (5') - Curb/Gutter	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Columbia/ 6574M - 22/ Monroe	Carl Street - Over Wilson Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	FY 2020-2023 TIP	Columbia/ 6985E - 23/ Monroe	Quarry Road, Phase 2 - Palmer Creek Dr To Rueck Rd Resurfacing - Shoulders (4') - Shared Use Path (10')	Road Resurfacing	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	Creve Coeur/ 6940 - 22/ St. Louis	New Ballas Road, Phase 1 - Olive Blvd To Craig Rd Slab Replacement - Diamond Grind - Repl. Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Dardenne Prairie/ 6941 - 21/ St. Charles	Stump Road - Feise Rd To MO N Reconstruction - Sidewalks (5') - Left Turn Ln	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	De Soto/ 6942 - 22/ Jefferson	N. Main St - Skyline Dr To Valley Pl Resurfacing - Sidewalk (6') - Lighting	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	East Alton/ 6985F - 23/ Madison	Wood River Avenue, Phase 2 - 2nd St To 3rd St Reconstruction - Sidewalks (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Edmundson/ 6943 - 22/ St. Louis	Edmundson Road - Natural Bridge To Holman Ln Resurfacing - Sidewalk (6') - Lighting	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Edwardsville/ 6985G - 23/ Madison	University Drive, Phase 1 - IL 157 To Devon Ct Resurfacing - Sidewalks(5') - Reconstruction	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Fenton/ 6944 - 21/ St. Louis	Larkin Williams Road - South Highway Dr To Wolfner Dr Whitetopping - Sidewalk (5')	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Ferguson/ 6945 - 21/ St. Louis	S. Dade Avenue - Airport Rd To Suburban Ave Resurfacing - Curb Ramps	Road Resurfacing	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Festus/ 6946 - 22/ Jefferson	W. Main Street - Park Ave To Mill St Resurfacing - Sidewalks (6') - Lighting	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Festus Special Road District/ 6947 - 22/ Jefferson	Cherry Street - MO Z To Front St Overlay	Road Resurfacing	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	Franklin County/ 6948 - 21/ Franklin	Hendricks Road Bridge - Over North Fork Of Meramec River Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	FY 2020-2023 TIP	Glendale/ 6949 - 21/ St. Louis	E. Essex Avenue - Sappington Rd To Dickson St Resurfacing - Sidewalk (5')	Road Resurfacing	Urban Minor Collector	2025	No	Road Not Included In Modeling Network
Exempt - 93.126	FY 2020-2023 TIP	Godfrey/ 5996A-19/ Madison	Pearl Street - Railroad Crossing Improvements	Traffic Operations	Major Collector	2020	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Godfrey/ 5996B-19/ Madison	Pearl Street - Sidewalk Across Railroad Crossing	Pedestrian Facilities - Construction	Major Collector	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2020-2023 TIP	Godfrey/ 6985H - 23/ Madison	Pierce Lane, Phase 5 - Stamper Ln To 850' North Reconstruction - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Granite City/ 6985I - 23/ Madison	Johnson Road, Phase 3 - Edgewood Ave To Wabash Ave Resurfacing - Sidewalks (5') - Curb & Gutter	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Great Rivers Greenway / 6950 - 23/ St. Louis	Maline Greenway - Ted Jones Trail To W. Florissant Ave Shared Use Path (10') - Sidewalk (5')	Bikeway - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2020-2023 TIP	Hazelwood/ 6951 - 21/ St. Louis	Phantom Drive, Phase 2 - James S. Mcdonnell Blvd To Hazelwood Logistics Ctr Dr Ln Reduction 4 To 2 Lns - Sidewalk (6')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Highland/ 6985J - 23/ Madison	6th Street - Pine St To Olive St Reconstruction - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	Jefferson County/ 6952A - 21/ Jefferson	Allen Road Bridge - Over Sandy Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	FY 2020-2023 TIP	Jefferson County/ 6952B - 21/ Jefferson	Hunning Road - Elizabeth Ln To Approx. 300' N/O Cinphany Ct Realign Curve - Shoulders (4') - Guardrail	Traffic Operations	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Jefferson County/ 6952C - 21/ Jefferson	Laguna Palma Road Bridge - Over Boyd Branch Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	FY 2020-2023 TIP	Jefferson County/ 6952D - 21/ Jefferson	Mcgehan Road Bridge - Over Tributary Of Joachim Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt - 93.126	FY 2020-2023 TIP	Jefferson County/ 6952E - 21/ Jefferson	Old Lemay Ferry Road - E. Four Ridge Rd To Kneff Rd Safety Improvements - Shoulders (4') - High Friction Treatment	Traffic Operations	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Jefferson County/ 6952F - 21/ Jefferson	Old Lemay Ferry Road - 0.42 Mi. S/O Regency Woods Pl To E. Four Ridge/Frisco Hill Rd Safety Improvements - Shoulders (4') - High Friction Treatment	Traffic Operations	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Jefferson County/ 6952G - 21/ Jefferson	Seckman Road, Phase 2 - 700' W/O Outer Rd To 400' E/O Mastodon Park Ent. Shouder (8') - Overlay - Curb & Gutter - Safety Impr.	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Kirkwood / 6953 - 22/ St. Louis	W. Essex Avenue - Kirkwood Rd (US 61/67) To Geyer Rd Reconstruction - Replace Sidewalks (5') - Bike Ln	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	Ladue/ 6954 - 22/ St. Louis	Dielman Road - Tamarack Dr To Ladue Rd Resurfacing - Sidewalk (5')	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Lake Saint Louis/ 6955 - 22/ St. Charles	Lake Saint Louis Blvd, Phase 3 - Blue Cove Terrace To Peruque Creek Bridge Reconstruction - Turn Ln At Bent Oak Dr/Bent Oak Cutoff	Road Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Madison/ 6985K - 23/ Madison	Madison Avenue, Phase 1 - 3rd St To 7th St Resurfacing - Sidewalks (5')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Madison County/ 6575J - 22/ Madison	Seiler Road - Bivens Rd to IL 159 Resurfacing	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Madison County/ 6575I - 22/ Madison	Sorento Road - Main St in New Douglas to Bond Co Line Resurfacing	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Madison County/ 6574L - 22/ Madison	Troy O'Fallon Road - Over Mill Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Maryland Heights/ 6956 - 23/ St. Louis	Adie Road - US 67 (Lindbergh Blvd) To Dorsett Rd Reconstruction - Sidewalks (5') - Replace Culvert	Road Reconstruction (No Additional Through Lanes)	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Maryville/ 6985L - 23/ Madison	Keebler Road, Phase 2 - Old Keebler Rd To Lorry Ln Resurfacing - Sidewalks (6')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990T - 20/ St. Louis City	Adelaide Avenue (MO H) - Involves Bridge A7165 Rehabilitate Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989C - 20/ Multi-County-M	Asphalt Pavement Improvements - At Various Major Route Locations In The St Louis District Job Order Contract(Non-Interstate)	Road Resurfacing	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936X - 21/ Multi-County-M	Asphalt Pavement Repair - Various Locations In The St Louis District Job Order Contract (Interstate)	Road Resurfacing	Interstate	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936Y - 20/ Multi-County-M	Asphalt Pavement Repairs - At Various Locations In The St Louis District Job Order Contract (Interstate)	Road Resurfacing	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936W - 20/ Multi-County-M	Bridge Repairs - At Various Primary Route Locations In The St Louis District Job Order Contract For Bridge Repairs	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936V - 20/ Multi-County-M	Bridge Repairs - At Various Primary Route Locations In The St Louis District Job Order Contract For Bridge Repairs	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936U - 20/ Multi-County-M	Bridge Repairs - At Various Primary Route Locations In The St Louis District Job Order Contract For Bridge Repairs	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936P - 20/ Multi-County-M	Concrete Pavement Improvements - At Various Major Route Locations In The St Louis District Job Order Contract (Non-Interstate)	Road Resurfacing	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936O - 20/ Multi-County-M	Concrete Pavement Repair - At Various Locations In The St Louis District Job Order Contracting (Interstate)	Road Resurfacing	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936Z - 21/ Multi-County-M	Concrete Pavement Repair - At Various Locations In The St Louis District Job Order Contract (Interstate)	Road Resurfacing	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936T - 20/ Multi-County-M	Fence Repair - At Various Locations In The St Louis District Job Order Contract For Fence Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936S - 20/ Multi-County-M	Fence Repair - At Various Locations In The St Louis District Job Order Contract For Fence Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936R - 20/ Multi-County-M	Guard Cable Repair - At Various Locations In The St Louis District Job Order Contract For Guard Cable Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989A - 20/ Multi-County-M	Guard Cable Repair - At Various Location In The St Louis District Job Order Contract For Guard Cable Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989D - 20/ St. Charles	Guardrail Repair - At Various Locations In St Charles County Job Order Contract For Guardrail Repair	Traffic Operations	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936Q - 20/ Multi-County-M	Guardrail Repair - At Various Locations In St Louis City & St Louis County Job Order Contract For Guardrail Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989B - 20/ Multi-County-M	Guardrail Repair - At Various Location In St Louis City And County Job Order Contract For Guardrail Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989E - 20/ St. Charles	Guardrail Repair - At Various Location In St Charles County Job Order Contract For Guardrail Repairs	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989F - 20/ St. Charles	Guardrail Repair - At Various Locations In St Charles County Job Order Contract For Guardrail Repairs	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989G - 20/ Multi-County-M	Guardrail Repair - At Various Locations In Franklin And Jefferson Counties Job Order Contract For Guardrail Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989H - 20/ Multi-County-M	Guardrail Repair - At Various Locations In Franklin & Jefferson Co Job Order Contract For Guardrail Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989I - 20/ Multi-County-M	Guardrail Repair - At Various Locations In Franklin & Jefferson Co Job Order Contract For Guardrail Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989L - 20/ Multi-County-M	High Friction Surface Treatment On Curves - At Various Location In The St Louis District High Friction Surface Treatment On Curves	Road Resurfacing	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990I - 20/ St. Louis	I-255 - Bridge At Koch Road Bridge Rehabilitation. Involves East And West Bound Bridge A2590	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6936L - 19/ Multi-State	I-255 - Over Mississippi River (Jefferson Barracks Bridge) Bridge Rehabilitation - Inc. $17,754,000 Idot Funds	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 4414H - 12/ St. Louis	I-270 - Over Conway Road, New Ballas, I-270 Ramps & Ladue Road Bridge Replacement And Rehabilitation (Bridges A1052, A4657, A1051, A4654,	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990J - 21/ St. Louis	I-270 - Various Ramp Location In The St Louis District Add Signing And Striping For Wrong Way Countermeasures	Road Resurfacing	N/A	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991L-20/ St. Louis	I-270 - North Lindbergh Blvd To Mississippi River Replacement Of Structural Steel Signs	Traffic Operations	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990M - 20/ St. Louis	I-44 - Over Meramec River (E/O Eureka By Lewis Rd) Bridge Rehabilitation (Involves Bridges A1796 And L0611)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6798L - 18/ St. Louis	I-44 - At Big Bend Rd Interchange Bridge, Signal, & Ada Transition Plan Improvements (Bridge A1716)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6806R - 18/ Franklin	I-44 - At MO 30 & MO 47 Bridge Rehabilitation (Bridges A4313 & A2017)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6853B - 18/ Multi-County-M	I-44 - Crawford Co Line To I-70 Replacement Of Structural Signs	Traffic Operations	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991T-20/ St. Louis City	I-44 - Macklind Ave To Nebraska Ave Bridge Rehabilitation (Overpasses)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990Q - 19/ Multi-County-M	I-55 - Lindbergh Boulevard To I-44 Pavement Rehabilitation	Road Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6705H - 17/ Multi-County-M	I-55 - North Of US 67 To Loughborough Bridge Rehabilitation (Seven Bridges)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991D-20/ Multi-County-M	I-55 - Ste. Genevieve Co Line To I-44 Replacement Of Structural Steel Signs	Traffic Operations	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991U-20/ St. Louis City	I-55 - Weber Rd And Loughborough Ave Bridge Rehabilitation	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990R - 19/ St. Louis City	I-64 - 14th St To East Of 8th St Debris Netting Under Bridge	Traffic Operations	Interstate	2020	No	No Significant Impact On VMT - Off Roadway
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990B - 20/ Multi-County-M	I-64 - Various Ramps In St Charles And St Louis Counties And St Louis City Upgrade Signing For Wrong Way Counter Measures	Traffic Operations	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991E-20/ St. Charles	I-64 - MO DD To MO 94 Pavement Repairs	Road Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991M-20/ St. Louis	I-64 - At I-270 Bridge Rehabilitation	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991N-20/ Multi-County-M	I-64 - Hanley Rd To Kingshighway Bridge Rehabilitation (Overpasses)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991O-20/ St. Louis City	I-64 - At Market St Bridge Rehabilitation (Eastbound)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991Q-20/ St. Louis City	I-64 - At Vandeventer Ave Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991R-20/ St. Louis City	I-64 - At Grand Ave Modify Interchange Configuration	Traffic Operations	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991P-20/ Multi-County-M	I-64/I-70 - I-64 At N. Sarah, I-70 At RR Bridge At West Florissant Bridge Rehabilitation	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991S-20/ St. Louis City	I-64/MO 100 - I-64 : Westbound Grand Onramp; MO 100 Over Rr Near Vandvntr Bridge Rehabilitation	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990N - 19/ St. Louis	I-70 - Hanley To Bermuda Road Pavement Repairs	Road Resurfacing	Interstate	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990D - 20/ St. Charles	I-70 - Wentzville Parkway To MO Z Safety Improvements On S-Curve	Road Reconstruction (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990F - 20/ St. Charles	I-70 - Warren Co Line To Wentzville Pkwy Pavement Resurfacing	Road Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990S - 19/ St. Louis City	I-70 - Branch Street To Biddle Street Pavement Resurfacing	Road Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990W - 20/ St. Charles	I-70 - At MO 370 Interchange Bridge Rehabilitation And Guardrail Upgrades	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990H - 20/ St. Charles	I-70 - Bryan Rd, Harry S Truman Blvd, And Zumbehl Rd Over I-70 Bridge Rehabilitation	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990V - 19/ Multi-County-M	I-70 - Various Overpasses B/W N. Hanley & Madison Street Bridge Rehabilitation, Pavement Repairs	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991F-20/ St. Charles	I-70 - Warren Co Line To Wentzville Pkwy Drainage And Subgrade Improvements	Traffic Operations	Interstate	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990E - 20/ St. Charles	I-70/I-70 Outer Road - MO K To Spencer Creek Bridge Rehab - Bridges L0710, L0711,A0856,G0337,A5256,A5257,G0336, And L048	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	

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Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991K-20/ Multi-County-M	MO 100 - MO OO To W/O MO T Turn Lane Improvements	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 5967B - 17/ St. Louis	MO 141 - Over Flood Control Lake In Earth City Bridge Replacement (Bridge A8123 & A8124)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Expressway	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990X - 20/ Franklin	MO 185 - MO AC To Springfield St Pavement Resurfacing, Guardrail Upgrades, Replace Crossroad Pipes And Upgra	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6798Q - 18/ St. Louis	MO 231 - Franru Ln To St Louis City Limits Pavement Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6806M - 18/ Jefferson	MO 30/MO B - Over Dulin, Heads, & Skullbones Creek ; MO B over Skullbones Creek Bridge Improvements (Bridges A4628, A4627, A4630, A7126, A5825, & A8284)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Expressway	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990Y - 20/ Multi-County-M	MO 30 - MO PP To I-44 Nor Pavement Resurfacing, Bridge Replacement And Guardrail And Ada Upgrades	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990K - 19/ St. Louis	MO 364 - Bennington Pl To Schuetz Rd Pavement Resurfacing	Road Resurfacing	Expressway	2020	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990A - 20/ St. Charles	MO 364 - Between On And Off Ramps Of I-64 Median Barrier Improvements - Bridge A6120	Road Reconstruction (No Additional Through Lanes)	Expressway	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990O - 20/ St. Louis	MO 364 - Seven Pines Dr. To Bennington Pl Bridge Rehabilitation (Bridges A5744, A5745, & A5746)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Expressway	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990P - 19/ St. Louis City	MO 366 - St Louis City Limits To Broadway Pavement Resurfacing	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990L - 20/ St. Louis	MO 367 - I-270 To Halls Ferry Circle Pavement Resurfacing	Road Resurfacing	Expressway	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6798J - 18/ St. Louis City	MO 367 - Halls Ferry Circle To I-70 Pavement Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991G- 20/ St. Charles	MO 79 - Lincoln Co Line To Divided Pavement (N/O Salt River Rd) Pavement Preservation Treatment	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6806C - 18/ St. Charles	MO 94 - I-64 To MO 364 Pavement Resurfacing, Signal Upgrades, ADA Transition Plan	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6806H - 18/ Jefferson	MO BB - MO 30 To Old Highway 21 Pavement Resurfacing, Upgrade Guardrail	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990U - 20/ St. Louis City	MO D - St Louis City Limits To Tucker Blvd Pavement Resurfacing	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6798Z - 18/ St. Charles	MO D - MO T South Intersection To MO Z In New Melle Pavement Preservation Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991H- 20/ St. Charles	MO D - MO Z To MO DD Pavement Preservation Treatment	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6798H - 18/ St. Louis City	MO H - Adelaide Ave To W/O Riverview Dr/ Hall St Pavement Resurfacing	Road Resurfacing	Principal Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6806P - 18/ Franklin	MO HH - Over Calvey Creek Bridge Replacement (Bridge R0238)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Rural Minor Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6991A - 19/ Jefferson	MO M - At St Luke's Church Rd And Moss Hollow Rd Add J-Turns	Road Reconstruction (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991I-20/ St. Charles	Mo M - MO P To MO 79 Pavement Resurfacing, Repair, & Adding Shoulders	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6798K - 18/ St. Louis	MO P - MO 366 To MO 30 Pavement & Ada Transition Plan Improvements	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991J-20/ St. Charles	Mo V - MO 94 To End Of State Maintenance Rebuild Pavement And Replace Signing	Road Reconstruction (No Additional Through Lanes)	Rural Minor Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990G - 20/ St. Charles	MO Z - I-70 To MO N Pavement Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6991B - 20/ St. Louis	OR I-44 - Disconnected Sections B/W Antire & Yarnell Rd Pavement Resurfacing And Upgrade Ped Facilities	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989M - 21/ Multi-County-M	Reflectorized Signal Backplates - At Various Locations In The St Louis District Along High Speed Cooridors	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989N - 20/ Multi-County-M	Safety Improvements - At Various Location In The St Louis District Potential Design/Build Safety Project	Traffic Operations	N/A	2025	No	Project Locations To Be Identified Later

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6990Z - 20/ Franklin	US 50 - West Of Independence Rd To MO 47 Resurfacing,Guardrail And Ped Upgrades, And Pipe Replacements	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6892R - 19/ Jefferson	US 61 - US 67 To MO M Pavement Resurfacing, Guardrail Upgrade, Ada Transition	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991V-20/ Multi-County-M	Various Arterial Operation & Safety Assessments - In The St. Louis District	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Lead To Construction
Exempt - 93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991W-20/ Multi-County-M	Various Surveying - In The St. Louis Surveying To Convey R/W For Change In Rt Status	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Lead To Construction
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989J - 20/ Multi-County-M	Work Zone Enforcement - At Various Locations In The St Louis District On Call Work Zone Enforcement	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Lead To Construction
Exempt - 93.126	FY 2020-2023 TIP	MoDOT/ 6989K - 21/ Multi-County-M	Work Zone Enforcement - At Various Locations In The St Louis District On Call Work Zone Enforcement	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Lead To Construction

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	MoDOT - Citizens For Modern Transit/ 6980 - 21/ Multi-County-M	Increase Transit Ridership Through Reach & Rewards - STL City And STL County - Bus Revision Engagement Program - Partnership To Build Ridership - Two Yr Prg	Education/ Marketing	N/A	2025	No	No Significant Impact to VMT - Activity Does Not Involve or Lead Directly to Construction
Exempt - 93.126	FY 2020-2023 TIP	Monroe County/ 6575K - 22/ Monroe	Hanover Road - D Rd to GM&O RR Bridge (E/O FF Rd) Resurfacing	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	New Haven/ 6893C - 20/ Franklin	New Haven City Park Trail, Phase 2 -	Bikeway - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2020-2023 TIP	Oak Grove Village/ 6957 - 22/ Franklin	E. Springfield Rd - MO 185 To North City Limits Resurfacing - Shoulders (6')	Road Resurfacing	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	O'Fallon/ 6985M - 23/ St. Clair	Simmons Road Bridge - Over Ogles Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Overland/ 6958 - 22/ St. Louis	Woodson Road - Midland Blvd To Lackland Rd Reconstruction - Lighting - Repl. Sidewalk (5-15')	Road Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Pacific/ 6959 - 21/ Franklin	Former Route N - Westlake Village Dr To Candlewick Ln Resurfacing - Lighting - Storm Sewer - Bike Ln (5')	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Shiloh/ 6985N - 23/ St. Clair	Seibert Road - Lebanon Ave To 200' E/O Johnson Rd Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	St. Charles/ 6960 - 23/ St. Charles	S. Fifth Street - Fairgrounds Rd To San Juan Dr Reconstruction - Sidewalk (5') - Shared Use Path (10')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Charles County/ 6961 - 22/ St. Charles	Interstate Drive - Prospect Rd To E/O Quail Ridge Park Ent. Reconstruction - Shoulder (6') - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Clair County/ 6985O - 23/ St. Clair	Hartman Ln, 80th St, Waterloo Rd - Over Harding Ditch, Richland Cr, Prairie Du Long Cr Bridge Deck Preservation - Replace Wearing Surface	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Clair County/ 6574K - 22/ St. Clair	Triple Lakes Road - Over Prairie Dupont Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis/ 6849A - 23/ St. Louis City	Jefferson Avenue, Phase 1 - Market St To Cass Ave Resurfacing - Sidewalks Impr. (6') - Ln Reduct. 6 To 4	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963A - 23/ St. Louis	Big Bend Road (East) - 2023 - Laclede Station Rd To E. Lockwood Ave Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963B - 23/ St. Louis	Big Bend Road (West) - 2023 - Kirkwood Rd (US 61/67) To Couch Ave Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963C - 23/ St. Louis	Craig Road - 2023 - Lackland Rd To Olive Blvd (MO 340) Resurfacing - Curb Ramps - Signals	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963D - 23/ St. Louis	Ferguson Avenue - 2023 - St. Charles Rock Rd (MO 180) To Page Ave (MO D) Resurfacing - Curb Ramps	Road Resurfacing	Urban Minor Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963E - 23/ St. Louis	Mckelvey Road - 2023 - Natural Bridge Rd To I-270 Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963F - 23/ St. Louis	Midland Blvd - 2023 - Page Ave (MO D) To Canton Ave Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963G - 23/ St. Louis	New Florissant Road - 2023 - Lindbergh Blvd (US 67) To Washington St Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963H - 23/ St. Louis	Paul & S. Elizabeth Ave - 2023 - Chambers To Bermuda Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963I - 23/ St. Louis	Redman Road - 2023 - Old Halls Ferry Rd To W/O MO 367 Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	St. Louis County/ 6963J - 21/ St. Louis	West Florissant Avenue - At Chambers Rd - Sidewalk (5') - Lighting Shared Use Path (8') - Intersection & Bus Stop Impr.	Pedestrian Facilities - Construction	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Sunset Hills/ 6966 - 21/ St. Louis	West Watson Road - Gravois Rd (MO 30) To Weber Hill Rd Resurfacing - Shared Use Path (10') - Sidewalk (5')	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Town & Country/ 6967 - 21/ St. Louis	Topping Road, Phase 2 - Kent Manor Dr To Pingry Pl Resurfacing - Shared Use Path (8')	Road Resurfacing	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Union/ 6968 - 22/ Franklin	N. Oak Street - E. Springfield Ave To US 50 Resurfacing - Sidewalks (6-10')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	University City/ 6969 - 21/ St. Louis	Canton Avenue - North & South Rd To N. Hanley Rd Resurfacing - Sidewalks (6')	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Vinita Park/ 6752A - 21/ St. Louis	North & South Road/Midland Sidewalks, Phase 2 - N/S: Page To Midland; Midland: N/S To Delport Sidewalks (5-6')	Pedestrian Facilities - Construction	Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	Washington/ 6970 - 21/ Franklin	Jefferson Street - Fifth St To MO 100 Resurfacing - Sidewalk (5') - Curb & Gutter	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Washington/ 6971 - 21/ Franklin	Westlink Drive - Bluff Rd To W. Main St. Overlay - Improve Intersection At Bluff Rd	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Wentzville/ 6972 - 21/ St. Charles	Peine Road - 60' E/O Forest Way Dr To 675' W/O Stewart Springs Dr Resurfacing - Shoulders (3') - Curve Impr.	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Wentzville/ 6973 - 21/ St. Charles	W. Pearce (I-70 N. Outer Rd) - May Rd To 200' W/O Faith Church Ent. Resurfacing - Shoulders (2') - Fencing	Road Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Wildwood / 6974 - 23/ St. Louis	Wild Horse Creek Road Bridge - Over Wild Horse Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667R-22/ Madison	Associated Capital Maintenance (Spare Parts) -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667S-21/ Madison	Bus Inspection Services -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667T-22/ Madison	Light Duty Transit Buses - 13 Replacement	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667U-21/ Madison	Light Duty Transit Buses - 4 expansion	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt - 93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667V-23/ Madison	Preventive Maintenance -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667W-20/ Madison	Project Administration -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital
Exempt - 93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667X-20/ Madison	Transit Support Vehicles -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact to VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	FY 2020-2023 TIP	America's Central Port District/ 6894A-19/ Madison	Industrial District Roadway Improvements - Access Into And Out Of Port Resurfacing	Air Quality Related Improvement	Local Road	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	Bi-State Development/Metro/ 6529-15/ St. Louis City	Central Corridor Transit Enhancement - Construct New MetroLink Station At Boyle; Expand Cwe MetroLink Stn; Bike Trail In Cortex	Capital Improvement - Transit	N/A	2020	Yes	
Regionally Significant	FY 2020-2023 TIP	Bi-State Development/Terminal RR/ 6831A-19/ Multi-County-I	Locomotive Reftrofit: Mother-Slug Set - Retrofit Two Locomotives Into One Mother-Slug Set Located In Non-Attainment Area Switching Yard	Air Quality Related Improvement	N/A	2020	No	No Significant Impact On VMT - Off Roadway
Regionally Significant	FY 2020-2023 TIP	Dupo/ 4593-08/ St. Clair	Davis St. Ferry Road - At I-255 - New Interchange Safetea-Lu Earmark - Sec. 1702 # 26	New Road/ Bridge (Adding SOV Capacity)	Major Collector	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	Edwardsville/ 6779-17/ Madison	Troy Road Traffic Signal Interconnect - Montclaire Ave To Cottonwood Rd Signal Upgrades - Optimization	Traffic Operations	Minor Arterial	2020	Yes	
Regionally Significant	Long Range Plan - Connected2045	IDOT/ 6061B-45/ St. Clair	IL 3 Connector - Exchange Ave To IL 203 Construct New 2 Lane Roadway	New Road/ Bridge (Adding SOV Capacity)	Major Collector	2045	Yes	
Regionally Significant	Project Planned Outside of MPO	IDOT/ 6061C-45/ Jersey	US 67 - Delhi Bypass In Jersey Co - Included For Conformity	New Road/ Bridge (Adding SOV Capacity)	Principal Arterial	2045	Yes	
Regionally Significant	Long Range Plan - Connected2045	IDOT/ 6068-40/ Madison	I-270 - IL 157 To Mississippi River Add Capacity	Adding Through Lanes to Existing Road	Interstate	2040	Yes	
Regionally Significant	Long Range Plan - Connected2045	IDOT/ 6068A-45/ Madison	I-270 - IL 157 To Mississippi River Add Capacity	Adding Through Lanes to Existing Road	Interstate	2045	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	Long Range Plan - Connected2045	IDOT/ 6109-30/ St. Clair	I-64 - Green Mount Rd To IL 158 Add Capacity	Adding Through Lanes to Existing Road	Interstate	2030	Yes	
Regionally Significant	FY 2020-2023 TIP	IDOT/ 6935C-19/ Madison	IL 157 Signal Optimization - W Main St To Horseshoe Lake Rd - $450,000 CMAQ Max. Signal Improvements - Interconnect	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	Long Range Plan - Connected2045	IDOT/MoDOT/ 6102-30/ Multi-State	I-270 - Over Mississippi River Replace Bridge	Adding Through Lanes to Existing Road	Interstate	2030	Yes	
Regionally Significant	FY 2020-2023 TIP	Jefferson County Port Authority/ 6928-21/ Multi-County-M	Marine Vessel Engine Repower - 2020 - Repower Four Marine Vessels Serving Mississippi R. In Non-Attainment Area - 1 Ferry,2 Towboats, 1 Dredge	Air Quality Related Improvement	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Regionally Significant	FY 2020-2023 TIP	Loop Trolley TDD/ 6595-16/ St. Louis City	Delmar, Debaliviere & Loop Trolley Infrastructure - Resurface Delmar/Debaliviere, Install Track To Maint. Facility, Lighting, Trolley Car Rehab, Signal Interconnect	Capital Improvement - Transit	Minor Arterial	2020	Yes	
Regionally Significant	FY 2020-2023 TIP - Scoping	MoDOT/ 5123B-13/ Franklin	I-44 - Pin Oak Creek To MO 100 West Pavement Improvements	Adding Through Lanes to Existing Road	Interstate	2025	Yes	
Regionally Significant	FY 2020-2023 TIP - Scoping	MoDOT/ 5905-13/ St. Charles	I-70 - Wentzville Pkwy To MO Z Relocate I-70	Traffic Operations	Interstate	2025	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6050-30/ St. Louis	I-270 - I-170 To Lindbergh Improve Interstate And Interchange	Adding Through Lanes to Existing Road	Interstate	2030	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6050A-30/ St. Louis	I-270 - Hanley/Graham To Old Halls Ferry Road Improve Interstate, Interchanges, & Outer Rds	Adding Through Lanes to Existing Road	Interstate	2030	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6050C-40/ St. Louis	I-270 - McDonnell To MO 370 Improve Interstate And Interchanges	Adding Through Lanes to Existing Road	Interstate	2040	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6050D-40/ St. Louis	I-270 - MO H To Bellefontaine Rd - Rehab Pavement/Bridges Add Capacity, Modify Interchanges/Outer Rds	Traffic Operations	Interstate	2040	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6050F-45/ St. Louis	I-270 - Dorsett To MO 370 Improve Interchange	Adding Through Lanes to Existing Road	Interstate	2045	Yes	
Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6050I-17/ St. Louis	I-270 - Pavement, Bridge, & ADA Trans. Plan Improvements-I270 North On Disconnected Segments - Design Build	Road Reconstruction (No Additional Through Lanes)	Interstate	2025	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6050L-40/ St. Louis	I-270 - At MO 367 Interchange Improve Interchange	Traffic Operations	Interstate	2040	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6052-30/ St. Charles	I-70 - Convention Center To Cave Springs - Add Impr. Outer Rds, Add Ramps/Overpasses, Improve Interchanges	Adding Through Lanes to Existing Road	Interstate	2030	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6054-40/ Jefferson	I-55 - MO Z To US 67 - Rehab Pavement/Bridges Add Capacity; Impr Interchanges	Adding Through Lanes to Existing Road	Interstate	2040	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6057-30/ St. Charles	I-70 - Wentzville Pkwy To MO Z Add Capacity And Rehabilitate Pavement	Adding Through Lanes to Existing Road	Interstate	2030	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6088A-45/ St. Louis City	I-64 - Expand 2 To 3 Lanes B/W 6th St And Psb Construct Split Final	Adding Through Lanes to Existing Road	Interstate	2045	Yes	
Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6108E-30/ Multi-State	Martin Luther King Bridge - Over Mississippi River Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2030	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6830AA-18/ St. Charles	MO 364 - At Gutermuth Rd Payment To St. Charles County For Adding Interchange	New Road/ Bridge (Adding SOV Capacity)	Expressway	2025	Yes	
Regionally Significant	FY 2020-2023 TIP - Scoping	MoDOT/ 6852T-18/ St. Charles	MO 364 - Jungs Station Rd To Missouri River – Add Westbound Lane	New Road/ Bridge (Adding SOV Capacity)	Expressway	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6930C-21/ Multi-County-M	Signal Optimization - 2021 - Various Locations Along MO 47/100/US 50 In Franklin Co MO 100/MO 366 In Stl Co, MO 30 Jeff/Stl Co & US 61/67 In Stl Co	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6930D-20/ Multi-County-M	Signal Optimization - 2020 - Various Locations Along MO A In Jeff Co, MO 231, US 61/67, I-70/I-270 Interchanges In Stl Co	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	Non-Federally Funded Project	O'Fallon/ 6099D-16/ St. Charles	Paul Renard Blvd Ext, Ph. 2 - Sommers Rd To E Of Country Trail Dr New Road	New Road/ Bridge (Adding SOV Capacity)	Major Collector	2020	Yes	
Regionally Significant	Non-Federally Funded Project	O'Fallon/ 6099G-16/ St. Charles	West Elm St Ext - Main St To 0.2 Mi West New Two Lane Road	New Road/ Bridge (Adding SOV Capacity)	Urban Minor Collector	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Charles County/ 6762-18/ St. Charles	Gateway Green Light, Phase 5 - Various Rds In St. Charles Co - Travel Time Detectors, Count Stns, Ptz Cameras, Upgrade Video Detection Dynamic Msg	Intelligent Transportation Systems (ITS)	Principal Arterial	2020	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Charles County/ 6841A-19/ St. Charles	Gateway Green Light, Phase 6 - Various Rds In St. Charles Co - Ptz Cameras, Travel Time Detectors, Fiber, Atms - Signal Opt. - Emer. Veh. Prempt	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Charles County/ 6932-19/ St. Charles	MO 364 - W/O Heritage Crossing New Wb On/Off Ramp	New Road/ Bridge (Adding SOV Capacity)	Expressway	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	Non-Federally Funded Project	St. Charles County/ 7025A-13/ St. Charles	Interstate Drive, Phase 4 - Hepperman Road To 0.6 Mi West Build New 2 Lane Road	New Road/ Bridge (Adding SOV Capacity)	Major Collector	2020	Yes	
Regionally Significant	Non-Federally Funded Project	St. Charles County/ 7025B-25/ St. Charles	David Hoekel Parkway/Interstate Dr - Dhp: I-70 To S. Point Prairie; Interstate: Dhp To S. Pt. New Two Lane Road	New Road/ Bridge (Adding SOV Capacity)	Urban Minor Collector	2025	Yes	
Regionally Significant	Non-Federally Funded Project	St. Charles County/ 7060-22/ St. Charles	Duello Road, Phase 2 - Peruque Creek To South 0.89 Miles Build Road East Of Duello Elem School	New Road/ Bridge (Adding SOV Capacity)	Major Collector	2020	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Clair County/ 3502-5/ St. Clair	Frank Scott Pwy (Fau 9256) - Cross St In Shiloh To Wherry Rd Safetea-Lu Earmark Sec. 1702 # 2111	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Clair County/ 6575H-21/ St. Clair	Frank Scott Pkwy/Thouvenot Ln - 380' E/O Old Collinsville Rd To 390' W/O N Green Mount Rd Widen To 4 Lanes - Add Two Way Turn Lane	Adding Through Lanes to Existing Road	Minor Arterial	2025	Yes	
Regionally Significant	Non-Federally Funded Project	St. Clair County/ 7064B-16/ St. Clair	North Green Mount Road - IL 161 To Lebanon Ave; Lebanon Ave To South Of Bridge Widen Two To Four Lns - Add Twtl	Adding Through Lanes to Existing Road	Minor Arterial	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Louis County/ 6834D-21/ St. Louis	Creve Coeur Mill Road - 2021 - Prichard Farm Rd To Approx 350' W/O Mckelvey Rd. Resurfacing - Slab Replacement - Fiberoptic	Road Resurfacing	Major Collector	2025	Yes	
Regionally Significant	Long Range Plan - Connected2045	St. Louis/ 6110-30/ St. Louis City	Northside/Southside MetroLink Ext. - Construct New Light Rail Line	Capital Improvement - Transit	N/A	2030	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Louis/ 6833B-20/ St. Louis City	7th Street - Washington Ave To Walnut St Replace Traffic Signals - Signal Interconnection	Traffic Operations	Major Collector	2025	Yes	
Regionally Significant	FY 2020-2023 TIP	St. Louis/ 6849-18/ St. Louis City	Jefferson Avenue Signals And Interconnect - Market St To Natural Bridge Ave Replace Traffic Signals - Signal Interconnection	Traffic Operations	Principal Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	FY 2020-2023 TIP	St. Louis/ 6919-20/ St. Louis City	Jefferson/22nd St Interchange Improvements - Reconfigure I-64/Pine/Market/Jefferson Interchange Restablish Street Grid - Curb Ramps - Resurfacing	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	Non-Federally Funded Project	St. Peters/ 7061A-23/ St. Charles	Suemandy Dr Widening - Grand Teton Dr To Veterans Mem. Pkwy Widen 2 To 4 Lanes	Adding Through Lanes to Existing Road	Major Collector	2025	Yes	
Regionally Significant	Long Range Plan - Connected2045	Wentzville/ 6100-30/ St. Charles	David Hoekel Parkway, Phase 2 - Proposed Interstate Dr To Meyer Rd New Road	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2030	Yes	
Regionally Significant	Long Range Plan - Connected2045	Wentzville/ 6100A-30/ St. Charles	David Hoekel Parkway, Phase 3 - N. Point Prairie To Peine Rd New Road	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2030	Yes	
Regionally Significant	Long Range Plan - Connected2045	Wentzville/ 6100B-30/ St. Charles	David Hoekel Parkway, Phase 4 - Meyer Rd To N. Point Prairie Rd New Road	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2030	Yes	
Regionally Significant	Long Range Plan - Connected2045	Wentzville/ 6100C-40/ St. Charles	David Hoekel Parkway, Phase 5 - Jackson Rd To Proposed Interstate Dr New Road	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2040	Yes	
Regionally Significant	Long Range Plan - Connected2045	Wentzville/ 6100F-40/ St. Charles	David Hoekel Parkway, Phase 4 - Meyer Rd To N. Point Prairie Rd New Road	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2040	Yes	
Regionally Significant	FY 2020-2023 TIP	Wentzville/ 7025C-19/ St. Charles	David Hoekel Pkwy, Ph 2B - I-70 To Goodfellow - New Interchange At I-70 Two Ln Road	New Road/ Bridge (Adding SOV Capacity)	Minor Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Clayton/ 6927-19/ St. Louis	Traffic Management Enhancements - Flashing Yellow Arrows Along Maryland, Brentwood, Forsyth, Bonhomme - Advanced Transportation Management System	Traffic Operations	Minor Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2020-2023 TIP	Fairview Heights/ 6857-21/ St. Clair	Market Place, Phase 3 - 100' E/O Commerce Dr To 200' W/ Of DSW/Kimco Entr. Resurfacing - Sidewalk (6') - Rd Diet (4 To 2 Lns) - Bk Ln	Road Resurfacing	Major Collector	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Hazelwood/ 6900-20/ St. Louis	Phantom Drive, Phase 1 - Missouri Bottom Rd To Hazelwood Logistics Center Dr Ln Reduction 4 To 2 Lns - Turn Lanes - Sidewalk (6')	Traffic Operations	Urban Minor Collector	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Hillsboro/ 6907-22/ Jefferson	Business 21, Phase 4 - Main St To Maples St Two Way Turn Lane (Local Funds) - Overlay - Storm Sewer	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Jefferson County/ 6730G-18/ Jefferson	Seckman Road - Old Lemay Ferry Rd To 0.33 Miles East Roundabout - Sidewalks (5') - Traffic Signal	Pedestrian Facilities - Construction	Minor Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Jefferson County/ 6821J-19/ Jefferson	Seckman Road, Phase 2 - Seckman H.S. Entrance To 275' W/O Seckman Spring Dr Traffic Signal At Seckman Hs - Sidewalk (5')	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Lake Saint Louis/ 6822-19/ St. Charles	Lake Saint Louis Blvd Roundabout - At Veterans Memorial Pkwy & I-70 Eb On/Off Ramps Construct Roundabout - Sidewalk (6')	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Madison County Transit District/ 6444-15/ Madison	MCT Transit Operations Center/Safety Enhancements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Not Regionally Significant	FY 2020-2023 TIP	Madison County Transit District/ 6667M-19/ Madison	IL 111 - At Chain Of Rocks Rd Transit Hub	Capital Improvement - Transit	N/A	2020	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Madison County Transit District/ 6667N-18/ Madison	East Gate Park & Ride - Lot Acquisition - Construction	Capital Improvement - Transit	N/A	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2020-2023 TIP	Madison County Transit District/ 6667O-20/ Madison	Collinsville Gateway Park & Ride - Lot Reconstruction - Mini Hub	Capital Improvement - Transit	N/A	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Madison County Transit District/ 6667P-20/ Madison	Highland Park & Ride - Lot Reconstruction	Capital Improvement - Transit	N/A	2020	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Madison County Transit District/ 6667Q-21/ Madison	St. Jacob Park & Ride - Lot Improvements	Capital Improvement - Transit	N/A	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 2606D-11/ Multi-County-M	I-64 - Payback For 6I0978 (I-64 Corridor) $13.5 Million Per Year From 2011-2025	Road Reconstruction (No Additional Through Lanes)	Interstate	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 3479Z-11/ Multi-State	I-70 - New Mississippi River Bridge - GARVEE Payback For The Mississippi River Bridge Through 2025	New Road/ Bridge (Adding SOV Capacity)	Interstate	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 4772-8/ Multi-County-M	Various - Payback For Safe And Sound (800 Bridges) $1.273 Million/Year Until 2033	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2035	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 5974-14/ St. Louis	MO 180 - I-170 To St. Louis City Limits Pavement Resurfacing, Signal Replacement, ADA Transition Plan	Road Resurfacing	Principal Arterial	2025	Yes	
Not Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6050H-45/ St. Louis	I-270 - MO D Interchange Revise Interchange Ramps	Traffic Operations	Interstate	2045	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	Long Range Plan - Connected2045	MoDOT/ 6072-45/ St. Louis City	I-64 - Grand/Market Interchange Revise Interchange	Traffic Operations	Interstate	2045	Yes	
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6676A-20/ Multi-State	US 67 - Payment To IDOT Bridge Deck Drainage Extension Replacement On Clark Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2020	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6703A-20/ Multi-County-M	Various - In St. Louis District Emergency Response Operations And Staff	Intelligent Transportation Systems (ITS)	N/A	2020	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6703B-20/ Multi-County-M	Various - TMC Building ITS Operations, MoDOT Staff Equipment Maintenance And TMC Operations	Intelligent Transportation Systems (ITS)	N/A	2020	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6703C-20/ Multi-County-M	Various - TMC Building ITS Operations, Contract Staffing And Professional Services At TMC	Intelligent Transportation Systems (ITS)	N/A	2020	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6703D-20/ Multi-County-M	Various - St Louis District ITS Maintenance And Operations	Intelligent Transportation Systems (ITS)	N/A	2020	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6703E-20/ Multi-County-M	Various - In St. Louis District ITS System Preservation, Repairs And Upgrades	Intelligent Transportation Systems (ITS)	N/A	2020	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6758BB-18/ St. Charles	Regional ITS Data Sharing Initiative, Phase 1 - Implement Data Sharing And Incident Data Payment To St Charles County	Intelligent Transportation Systems (ITS)	N/A	2020	No	No Significant Impact On VMT - Operations Budget

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6804BB-21/ Multi-State	I-270 - On The Chain Of Rocks Bridge Payment To IDOT For Deck Sealing (A0890)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6805GG-22/ Multi-State	US 67 - Payment To IDOT Bridge Deck Sealing To Clark Bridge (Bridge A4278)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6806U-22/ Multi-County-M	Various - TMC Building Payment For Advanced Traffic Management System Maintenance Contract Consult	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6806V-22/ Multi-County-M	Various - TMC Building ITS System Preservation, Repairs, And Upgrades	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6806W-21/ Multi-County-M	Various - TMC Building Payment For Advanced Traffic Management System Maintenance Contract Consult	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6806X-21/ Multi-County-M	Various - In St. Louis District ITS System Preservation, Repairs, And Upgrades	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6806Y-21/ Multi-County-M	Various - St Louis District ITS Maintenance And Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6806Z-21/ Multi-County-M	Various - TMC Building ITS Operations, Contract Staffing And Professional Services	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6807A-21/ Multi-County-M	Various - TMC Building ITS Operations, MoDOT Staff, Equipment Maintenance & TMC Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6807B-21/ Multi-County-M	Various - In St. Louis District Emergency Response Operations And Staff	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6807C-20/ Multi-County-M	Various - TMC Building Payment For Advanced Traffic Management System Maintenance Contract Consult	Intelligent Transportation Systems (ITS)	N/A	2020	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6807F-22/ Multi-County-M	Various - St. Louis District Emergency Response Operations And Staff	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6807G-22/ Multi-County-M	Various - TMC Building ITS Operations, Contract Staffing And Professional Services	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6807H-22/ Multi-County-M	Various - TMC Building ITS Operations, MoDOT Staff, Equipment Maintenance & TMC Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6844-18/ St. Louis	I-270 North Reconstruction Motorist Assist - A - 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	Traffic Operations	Interstate	2020	No	No Significant Impact On VMT - Off Roadway
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6844B-19/ St. Louis	I-270 North Reconstruction Motorist Assist - B - 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	Traffic Operations	Interstate	2025	No	No Significant Impact On VMT - Off Roadway
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6844C-20/ St. Louis	I-270 North Reconstruction Motorist Assist - C - 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	Traffic Operations	Interstate	2025	No	No Significant Impact On VMT - Off Roadway

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6887B-19/ Jefferson	Rivermont Trail to 0.5 miles west – J-Turn; Local Hillsboro Rd to 500' east – Acceleration Lane	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6887C-19/ Jefferson	I-55 - MO A To US 67 Add Southbound Auxiliary Lane	Road Reconstruction (No Additional Through Lanes)	Interstate	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6887D-19/ Jefferson	US 61 - Brandon Wallace Way To 6th St In Crystal City Add Two Way Left Turn Lane & Resurfacing	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6892D-22/ Multi-County-M	Various - St Louis District ITS Maintenance And Operations	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6936I-19/ Jefferson	US 61 - MO 231 To Richardson Rd Construct Twtl - Guardrail Upgrades	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6936J-19/ Multi-County-M	Various - Various Locations ITS Improvements To DMS	Traffic Operations	N/A	2020	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	MoDOT/ 6936K-19/ Multi-County-M	Various - Various Locations ITS Improvements To Cctv Cameras	Traffic Operations	N/A	2020	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP - Scoping	MoDOT/ 6989Q-20/ Multi-County-M	ITS Operations - Contract Staffing And Professional Services At The TMC *	Intelligent Transportation Systems (ITS)	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2020-2023 TIP	Sauget/ 6784A-19/ St. Clair	IL 3 Diversion Loop & Grade Separation - Over Alton & Southern RR Grade Separation Of Falling Springs Rd	Traffic Operations	Major Collector	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Charles County/ 6758B-18/ St. Charles	Regional ITS Data Sharing	Intelligent Transportation Systems (ITS)	N/A	2020	No	No Significant Impact On VMT - Off Roadway

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2020-2023 TIP	St. Charles County/ 6923-22/ St. Charles	Gutermuth Road, Phase 3 - Old Gutermuth Rd To Motherhead Rd Reconstruction - Sidewalks (5') Twtl (Locally Funded)	Traffic Operations	Major Collector	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	St. Charles/ 6922A-22/ St. Charles	Boschertown Road, Phase 2 - Hecker St To MO B Reconstruction - Shared Use Path (8') - Twtl (Locally Funded)	Traffic Operations	Urban Minor Collector	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	St. Charles/ 6931A-19/ St. Charles	Little Hills Expressway - At Mel Wetter Pkwy Roundabout - Shared Use Path	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	St. Louis County/ 6764E-17/ St. Louis	Westport Plaza Drive Intersection Improvements - Glenmeade Dr To Page Ave New Signal At Westport Ent; Two Way Turn Lane	Traffic Operations	Minor Arterial	2020	Yes	
Not Regionally Significant	FY 2020-2023 TIP	St. Louis County/ 6834A-19/ St. Louis	US 67 (Lindbergh) - At MO 340 (Olive) - Sidewalk (6') South Side Of 340 Replace Cloverleaf With Folded Diamond Interchange	Traffic Operations	Principal Arterial	2025	Yes	
Not Regionally Significant	FY 2020-2023 TIP	Wentzville/ 6933A-19/ St. Charles	Wentzville Parkway/I-70, Phase 1 - Wentzville Pkwy: Pearce To Veterans Mem - Relocate I-70 Wb On Ramp - Roundabout	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	All About Family/ 6710A-16/ Multi-County-M	Operating Assistance - Three Years Operating Assistance	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Alton/ 6765-20/ Madison	State Street - 200' S/O Rozier St To 300' N/O Delmar Ave & Belle St Int. Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Alton/ 6778-17/ Madison	Gordon Moore Park Rd - At IL 140 Right Turn Lane - Intersection Improvements	Traffic Operations	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Alton/ 6865A-18/ Madison	Lovejoy Elementary And Alton Middle Srts - College: Pleasant To Holman; Johnson: Tremont To College; Rock Springs: College To S/O Memorial Dr	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Amanda Luckett Murphy Hopewell Center/ 6888D-18/ Multi-County-M	Vehicle Acquisition - Two (2) Wide Body Cutaways Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Ballwin/ 6813-19/ St. Louis	Holloway Road - Manchester Rd (MO 100) To Baxter Rd Resurfacing	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Belleville/ 5363A-14/ St. Clair	West Belleville Bike Trail, Phase 2 - Wesley Dr To S 52nd St	Bikeway - Construction	N/A	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.127	FY 2020-2023 TIP	Belleville/ 5490-11/ St. Clair	South Belt East - At Freeburg Ave (IL 13) Construct Roundabout	Traffic Operations	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Belleville/ 6403-17/ St. Clair	Centreville Avenue - St. Clair Ave To W. Washington St Resurfacing - Curb Ramps - Add Bike Lanes	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Belleville/ 6611-19/ St. Clair	West Main Street - 17th Street To 28th Street Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Belleville/ 6832-21/ St. Clair	Lebanon Avenue - F St To IL 161 Excluding MetroLink Overpass Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Belleville/ 6934A-22/ St. Clair	West Washington Street - Centreville Ave To IL 159 Resurfacing - Sidewalks (7')	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Bethalto/ 6574J-21/ Madison	Albers Ln - Over Rocky Branch Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Bethalto/ 6842-21/ Madison	North Prairie Street, Phase 1 - Corbin St To Williams St Resurfacing - Sidewalk - Widen Pavement - Curb & Gutter	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Bethalto/ 6934B-22/ Madison	N. Prairie Street, Phase 2 - Dorothy St To Williams St Resurfacing - Sidewalk (5') - Storm Sewer	Road Resurfacing	Minor Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 3565-04/ Multi-County-M	Bus Stop Enhancements - ADA Access Repairs/Sign Replacement	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4099A-08/ Multi-State	MetroLink Alignment Maint - Structure Repairs On Right Of Way	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4099B-14/ Multi-State	MetroLink Alignment Maintenance	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4099C-14/ Multi-State	MetroLink Alignment Maint - Structure Repairs On Right Of Way	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4117-04/ Multi-State	Information Technology Projects - Operations Support Systems	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4331-07/ Multi-State	Radio Communications-Fed Formula - Radio System,Cad/Avl	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4332-07/ Multi-State	Radio Communications-Fixed Guideway - Radio Communications Cad/Avl(Fy06/07/08 Fxdgw)	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4550-09/ Multi-State	Signs And Shelters - Signs, Shelters & Enhancements - MO & IL	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4748-08/ Multi-County-M	Bridge Structural Repairs - MetroLink Rehabilitation	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4892-10/ Multi-State	It System Upgrades - It Systems Upgrades/Replacements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 4904-09/ Multi-County-M	Revenue Vehicles - Call-A-Ride Vans	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5059C-12/ Multi-State	MetroLink Right Of Way Improvements	Capital Improvement - Transit	Minor Arterial	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5167-10/ Multi-State	MetroLink Alignment & Station Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5171-10/ Multi-State	MetroLink Slope Stability - Slope Stability/Drainage/Culvert Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5171B-17/ Multi-State	MetroLink Slope Stability - Slope Stability/Drainage/Culvert Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5172-10/ St. Louis City	Tunnels And Bridges Rehab - Union Station Tunnel	Capital Improvement - Transit	N/A	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5172A-14/ St. Louis City	Tunnels And Bridges Rehab - Union Station, Downtown Tunnels	Capital Improvement - Transit	N/A	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5174-10/ Multi-State	MetroLink Station Improvements - Facility Rehab And Equipment Upgrade	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5177G-10/ Multi-State	Program Administration - Section 5317 (New Freedom) FY 06-12 New Freedom	Capital Improvement - Paratransit	N/A	2020	No	Operating Assistance - Transit
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5339-11/ St. Louis City	Tunnel & Interlocking Rehab - MetroLink Rehabilitation	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5527A-12/ Multi-County-M	ADA Bus Stop Enhancements - Updating 200 Bus Stops To Exceed ADA Compliance Throughout Missouri System	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5596-13/ St. Louis City	Union Station Tunnel Rehab	Capital Improvement - Transit	N/A	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5596A-15/ St. Louis City	Tunnels And Bridges Rehab - Union Station Tunnel	Capital Improvement - Transit	N/A	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5642-12/ Multi-State	Non-Revenue Vehicle Replacement	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5661-12/ Multi-County-M	Transit Asset Management Program - Develop And Implement Agency-Wide Asset Management System	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5677A-14/ Multi-State	LRV Upgrades And Equipment - Light Rail Vehicle Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5678-13/ St. Louis	Revenue Vehicles - Bus Replacement Program	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5680-13/ Multi-County-M	MetroLink Station Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5681-13/ St. Louis City	Rail Maintenance Facility Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5682-13/ Multi-State	Rail ROW Maintenance & Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5684-13/ Multi-State	Non-Revenue Vehicle Replacement	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5685-13/ Multi-State	Facility Security Improvements - Cctvs, Remote Video Systems, Guard Shelters	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5687-13/ Multi-County-M	Revenue Vehicles - Call-A-Ride Vans	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5688A-16/ Multi-State	Program Administration	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5691-13/ Multi-County-M	Information Technology Projects - Operations Support Systems	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5692-13/ Multi-State	IT Systems Upgrades - It Systems Upgrades/Replacements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5693-13/ Multi-State	Office Equipment	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5694-13/ Multi-State	Shop Equipment - Multiple Facilities	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5695-13/ Multi-State	Facility Improvements - Multiple Facilities	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5838-13/ Multi-County-M	Articulated Buses - Purchase 12 Buses 60' Bus	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5921-14/ Multi-State	MetroLink Substation - Water Mitigation & Rehab	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5922C-14/ St. Louis	North County Transit Center, Phase 2 - Construction Of Bus Garage, Maintenance	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP - Scoping	Bi-State Development/Metro/ 5922E-15/ St. Louis	North County Transit Center, Phase 2 - Construction Of Bus Garage, Maintenance	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5925A-14/ Multi-State	Revenue Vehicles	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5925B-16/ Multi-State	Revenue Vehicles - Bus Replacement Program	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5925D-16/ Multi-County-M	Revenue Vehicles - Call-A-Ride Vans	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5926-14/ Multi-State	Signs And Shelters - Signs, Shelters & Enhancements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5927-14/ Multi-State	MetroLink ROW Improvements - Auxiliary Transformers & Event Recorders	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5927A-16/ Multi-State	MetroLink ROW Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5928-14/ St. Clair	Facility Rehab And Equipment - Maintenance Facility Upgrades & Equipment	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5929-14/ Multi-State	MetroLink Station Improvements - Station Platform Tactile Warning Strip Replacement - Illinois	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5929A-16/ Multi-State	MetroLink Station Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5930A-14/ Multi-State	MetroLink ROW Maintenance - Bridges And Tunnels	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5930D-16/ Multi-State	MetroLink ROW Maintenance - Stations And Parking Lots	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5930G-15/ Multi-State	MetroLink ROW Maintenance	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5931-14/ Multi-State	MetroLink Improvements - Track Rehabilitation	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5933-14/ Multi-County-M	Administrative Facility Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5934-14/ Multi-State	Maintenance Facility Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5935-14/ Multi-State	Support Equipment - Replacement And Rehab	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5937-14/ Multi-State	Information Systems Improvements - Hardware And Software Upgrades And Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 5987A-14/ Multi-County-M	Metro Bus Stop Signage Replacement - Installation Of Metro Bus Stop Signage With Improved Visability And ADA Compliant	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6438-15/ Multi-County-M	Facility Rehabilitation	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6439-15/ Multi-State	Rail Maintenance Facility Rehab And Upgrades	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6440-15/ Multi-State	MetroLink ROW Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6443-15/ Multi-County-M	LRV Upgrades And Equipment - Light Rail Vehicle Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6533R-16/ Multi-State	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects FY 13/14	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6534A-15/ Multi-County-M	Metro Bus Stop Signage Replacement, Phase 2 - Installation Of Metro Bus Stop Signage With Improved Visibility And ADA Compliant	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6571-16/ Multi-State	Bus And Rail Facility Improvements - Facility Upgrades And Equipment	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6572-16/ Multi-State	Rail Facility Rehab And Equipment - Maintenance Facility Upgrades & Equipment	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6573-16/ Multi-State	Safety And Security Upgrades - Critical Hardening Program	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6576-17/ Multi-County-M	Call-A-Ride Van Replacement - Replace Call-A-Ride Vans	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6687-17/ Multi-State	Program Administration	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6688A-18/ Multi-State	LRV Upgrades And Equipment	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6688B-17/ Multi-State	LRV Upgrades And Equipment	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6689-17/ Multi-State	Safety And Security	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6709N-16/ Multi-State	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects FY 15	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6710B-16/ Multi-County-M	Metrobus Signage - Signage At 1400 Bus Stops In Missouri	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6716A-19/ Multi-County-M	Call-A-Ride Van Replacement - Replace Call-A-Ride Vans	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6754A-18/ Multi-County-M	Bus Replacement - 2018 - Replace 22 Buses	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6789-17/ St. Louis	Accessing Rides To Community Healthcare - MetroLink Stations In North St. Louis County Public Health Mobile Clinic	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6791-17/ St. Louis City	Northside-Southside Pilot Program For TOD Planning - Along Proposed MetroLink Light Rail Line Planning For Transit-Oriented Development	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6794P-18/ Multi-State	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects FY 16	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6794S-18/ Multi-State	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects FY 17	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6796A-17/ Multi-County-M	Metro System Wayfinding 2	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6799-18/ St. Clair	Facility Rehabilitation And Equipment - Facility Rehabilitation And Equipment	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6800A-18/ St. Clair	MetroLink Alignment And Station Improvements - MetroLink Alignment And Station Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6800B-18/ St. Louis	MetroLink Alignment And Station Improvements - MetroLink Alignment And Station Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6801-18/ St. Clair	Non Revenue Vehicle Replacement - Non Revenue Vehicle Replacement	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6814A-20/ Multi-County-M	Call-A-Ride Van Replacement - 2020 (B) - Replace Seven (7) Call-A-Ride Vans	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6814B-20/ Multi-County-M	Call-A-Ride Van Replacement - 2020 (A) - Replace Eight (8) Call-A-Ride Vans	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6814C-19/ Multi-County-M	Bus Replacement - 2019 (A) - Replace 11 Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6814D-19/ Multi-County-M	Bus Replacement - 2019 (B) - Replace 11 Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6888N-19/ Multi-State	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects FY 18	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6889A-18/ Multi-County-M	Metro System Wayfinding, Phase 3	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6891A-19/ Multi-State	Information Technology Upgrades	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6891B-21/ Multi-State	Bus/Paratransit Maintenance	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6891C-21/ Multi-State	Revenue Vehicle Replacement	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6891D-19/ Multi-State	Safety And Security	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6891E-19/ Multi-State	Safety And Security	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6916-22/ Multi-County-M	Call-A-Ride Van Replacement - 2022 (B) - Replace Eight (8) Call-A-Ride Vans	Capital Improvement - Transit	N/A	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6926A-21/ Multi-County-M	Bus Replacement - 2021 (A) - Replace Four Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Bi-State Development/Metro/ 6926B-21/ Multi-County-M	Bus Replacement - 2021 (B) - Replace Four Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Brentwood/ 6815-19/ St. Louis	Rosalie Avenue Sidewalk - Brentwood Blvd To Mary Ave Lighting - Sidewalk (5') On South Side	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Brentwood/ 6895-22/ St. Louis	Manchester Road & Rogers Parkway Shared Use Path - Bremerton Rd To Hanley Rd - Comb W Tip# 6892V Shared Use Path (10') - 5' Tree Lawn - Tunnel @ Mary Ave	Bikeway - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Cahokia/ 6766-20/ St. Clair	Mousette Lane - Jerome Ln To Carol St Reconstruction - Curb Ramps	Road Reconstruction (No Additional Through Lanes)	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Cardinal Ritter Senior Services/ 6888E-18/ Multi-County-M	Vehicle Acquisition - One (1) Wide Body Cutaway Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Caseyville / 6767-20/ St. Clair	Morris Street, Phase 1 - 2nd Street To N Main St/IL 157 Reconstruction - Curb Ramps - Sidewalk (4')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Challenge Unlimited / 6534B-15/ Multi-County-I	Vehicle Acquistion - Operating Assistance - 3 Low Floored Minivans - Fleet Expansion-1 Lfmv Replace Three Year Operating Assistance	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Chesterfield/ 6866-18/ St. Louis	Riparian Trail - August Hill Dr To Old Chesterfield Rd Shared Use Path (10')	Bikeway - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	City Seniors/ 6888C-18/ Multi-County-M	Vehicle Acquisition - One (1) Lowered Floor Accessible Mini-Van Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Clayton/ 6717-19/ St. Louis	Maryland Avenue - Hanley Rd To Western City Limit (Near Gay) Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Clayton/ 6915-22/ St. Louis	Bonhomme Ave & Meramec Ave - Bonhomme: Brentwood-Hanley; Meramec: Shaw Park Dr To Maryland Ave - Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Collinsville/ 6515-18/ Madison	Sugar Loaf Road - IL 157 To East 1,200 Feet. Reconstruct	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Collinsville/ 6574E-20/ Madison	Black Lane - Over Canteen Canal Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Collinsville/ 6617-19/ Madison	Sugarloaf Road,Phase 1 - 1,150' East Of IL 157 To 1,750 East Of IL 157 Reconstruction - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Columbia/ 6768-20/ Monroe	Ghent Road, Phase 1 - Palmer Creek Bridge To Christina Ct Reconstruction - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Columbia/ 6934C-22/ Monroe	Quarry Road, Phase 1 - Ghent Rd To Palmer Creek Dr Resurfacing - Shoulders (4') - Shared Use Path (10')	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Columbia/ 6935B-19/ Monroe	Quarry Road - At Palmer Creek Rd/Father Carl Scherrer Dr Roundabout - Shared Use Path (10')	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Community Living/ 6888H-18/ St. Charles	Vehicle Acquisition - Two (2) Lowered Floor Accessible Mini-Vans Two (2) Medium Roof Long Conversion Vans	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Cottleville / 6924-22/ St. Charles	MO N - Mothershead Rd To Mid Rivers Mall Dr Resurfacing - Sidewalk (5')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Creve Coeur/ 6718-20/ St. Louis	Emerson Road - Old Ballas Rd To 1800' South Resurfacing - Curb And Gutter	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Creve Coeur/ 6816-21/ St. Louis	Fernview Drive - Gallagher Dr To Olive Blvd Resurfacing	Road Resurfacing	Urban Minor Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Creve Coeur/ 6896-21/ St. Louis	Mosley Road, Phase 1 - Tureen Dr To Olive Blvd (MO 340) Resurfacing - Curb Ramps	Road Resurfacing	Urban Minor Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Dardenne Prairie/ 6720-18/ St. Charles	Hanley Road - Feise Road To 2300' North Reconstruction - Sidewalks (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Des Peres/ 6722-18/ St. Louis	Bopp Road - Manchester Rd To Northern City Limit Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Des Peres/ 6897-20/ St. Louis	Manchester Road Improvements - Ballas Rd To Meier Ln Access Management - Crosswalk Impr. - Bus Stop Impr	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Disability Resource Assoc./ 6889B-18/ Jefferson	Operating Assistance - 1.5 Years Operating Assistance	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	East Alton/ 6934D-22/ Madison	Wood River Avenue, Phase 1 - 2nd St To Village Limits (80' S/O 1st Ave) Reconstruction - Storm Sewers - Sidewalks (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	East St. Louis/ 6769-20/ St. Clair	26Th/25th Street - Missouri Ave To Lake Blvd (Louisiana Blvd) Resurfacing - Curb Ramps - Sidewalk (5')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	East St. Louis/ 6855-21/ St. Clair	Collinsville Avenue - Martin Luther King Dr To Summit Ave Resurfacing - Sidewalk (5-8') - Curb & Gutter	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	East St. Louis/ 6934E-22/ St. Clair	Collinsville Avenue, Phase 2 - Summit Ave To St. Clair Ave Resurfacing - Sidewalks (5-8') - Curb & Gutter	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	East-West Gateway Council Of Governments/ 6812-17/ Multi-County-M	MetroLink System-Wide Security Audit - Phase 1 - Security Audit; Phase 2 - Prioritization, Design, & Implementation Of Phase 1 Recommendations	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Edwardsville/ 6856-21/ Madison	N Buchanan Street - Hillsboro Ave To E Union St Resurfacing - Curb & Gutter	Road Resurfacing	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Edwardsville/ 6890B-19/ Madison	IL 157 Shared Use Path - Lewis Rd To Enclave Blvd Shared Use Path	Bikeway - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Edwardsville/ 6934F-22/ Madison	St. Louis Street - Vandalia Ave To N. Main St Resurfacing - Curb Ramps - Sidewalk Impr.	Road Resurfacing	Urban Minor Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Emmaus Homes/ 6888I-18/ Multi-County-M	Vehicle Acquisition - Three (3) Lowered Floor Accessible Mini-Vans Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Eureka/ 6898-22/ St. Louis	Allenton Bridge, Phase 1 - Over Union Pacific Railroad Replace Bridge - Shared Use Path (8')	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Minor Collector	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Fairview Heights/ 5234-11/ St. Clair	Union Hill Road - At Longacre Dr Replace Stop Controlled Intersection With Signals	Traffic Operations	Major Collector	2020	Yes	
Exempt-93.127	FY 2020-2023 TIP	Fairview Heights/ 6781-17/ St. Clair	Market Place - At Commerce Ln Roundabout - Sidewalks	Traffic Operations	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Fenton/ 6581-17/ St. Louis	Old Gravois Road, Phase 2 - Ferry St To MO 141 Reconstruct - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Fenton/ 6723-18/ St. Louis	Horan Drive - Bowles Ave To Larkin Williams Rd Resurfacing - Sidewalks (5')	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Fenton/ 6817-19/ St. Louis	Allen Rd - Old Highway 141 To Jefferson County Line Reconstruction	Road Reconstruction (No Additional Through Lanes)	Urban Minor Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Fenton/ 6912-20/ St. Louis	Rudder Road - Larkin Williams Rd To 200' E/O Fenton Business Ct Reconstruction - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Ferguson/ 6920A-20/ St. Louis	Florissant Road - Thoroughman Ave To Woodstock Ave Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Ferguson/ 6920B-20/ St. Louis	Frost Avenue - Ford Dr To Florissant Rd Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Festus Special Road District/ 6819-20/ Jefferson	Meyer Road - US 67 To Se Of Watson Rd Overlay	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Festus/ 6818-20/ Jefferson	3rd Street Sidewalk - Sunshine Dr To Holly Dr Sidewalk (5') On Both Sides - Lighting	Pedestrian Facilities - Construction	Local Road	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Festus/ 6908-22/ Jefferson	S. Mill Street - Main St To Veterans Blvd (MO A) Overlay - Lighting - Sidewalk (Lee To N. Creek - 5')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Florissant/ 6727-18/ St. Louis	St. Ferdinand Street - N Highway 67 To St. Ferdinand Park Sidewalk (5')	Pedestrian Facilities - Construction	Local Road	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Florissant/ 6921-20/ St. Louis	Rue St Denis, Phase 1 - St. Ferdinand St To N. Lafayette St Resurfacing - Sidewalk (5-6')	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Franklin County/ 6712-18/ Franklin	Ridge Road Bridge - Over Winsel Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Franklin County/ 6820-19/ Franklin	Boeuf Creek Road Bridge - Over Branch Of Boeuf Creek (Approx. 1.25 Mi W/O MO 185) Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Franklin County/ 6906-20/ Franklin	Elmont Road - Over Little Boone Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Frontenac / 6899-20/ St. Louis	Geyer Road, Phase 1 - Clayton Rd To Hermitage Hill Rd Resurfacing - Sidewalk (6') - Storm Sewer	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Godfrey/ 5996A-19/ Madison	Pearl Street - Railroad Crossing Improvements	Traffic Operations	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Godfrey/ 5996B-19/ Madison	Pearl Street - Across Railroad Crossing Sidewalk	Pedestrian Facilities - Construction	Major Collector	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Godfrey/ 6770-20/ Madison	Pearl Street - 135' West Of Isabel St To Humbert St Resurfacing - Sidewalk (5')	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Granite City/ 6858-21/ Madison	Johnson Road - IL 203 (Nameoki Rd) To Terrace Ln Resurfacing - Curb & Gutter - Sidewalk (5')	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Granite City/ 6934G-22/ Madison	Johnson Road, Phase 2 - Terrace Ln To Wabash Ave Resurfacing - Sidewalks (5') - Curb & Gutter	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Green Park/ 6728-18/ St. Louis	Mueller Road - Lindbergh Blvd To Green Park Rd Resurfacing - Upgrade Sidewalks (5')	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Hazelwood/ 6888G-18/ St. Louis	Vehicle Acquisition - One (1) Wide Body Cutaway Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Highland/ 6773-20/ Madison	Broadway Street - Helvetia Dr To Iberg Rd Resurfacing - Sidewalk Upgrades (5')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Highland/ 6865D-18/ Madison	IL 160 Shared Use Path - US 40 To 1250' N (St. Joseph Hospital) Shared Use Path (10')	Bikeway - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Highland/ 6890C-19/ Madison	Broadway (IL 160) Streetscape Improvements, Ph 1 - Laurel St To Poplar St Streetscape - Lighting	Streetscape/ Landscaping	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Illinois Center For Autism/ 6796C-17/ Multi-County-I	Operating Assistance - Three Years Operating Assistance	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	IDOT/ 6675-18/ St. Clair	IL 13/15 – Rodgers Dr To 0.1 mi s/o Kaskaskia River – Resurfacing – ADA Improvements	Road Resurfacing	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	IDOT/ 5194-13/ St. Clair	I-255 – IL 15 to Bunkum Rd – Resurfacing & Bridge Repair	Road Resurfacing	Interstate	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	IDOT/ 6804I-21/ Multi-County-I	I-255 – Bunkum Rd to Collinsville Rd – Resurfacing, Bridge New Deck, Bridge Rehab	Road Resurfacing	Interstate	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	IDOT/ 6650D-18/ St. Clair	US 50 – 3rd St to Seven Hills Rd – ADA Improvements	Pedestrian Facilities - Construction	Minor Arterial	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	IDOT/ 6650F-19/ Madison	IL 203 – Pontoon Rd to 21st St – ADA Improvements	Pedestrian Facilities - Construction	Principal Arterial	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	IDOT/ 6804L-22/ Madison	IL 162 – IL 157 to 0.1 mi e/o IL 159 – Resurfacing, ADA Improvements	Road Resurfacing	Principal Arterial	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	IDOT/ 6650G-19/ Madison	IL 3 – 20th St to Niedringhaus Ave – ADA Improvements & Traffic Signal Replacement	Pedestrian Facilities - Construction	Principal Arterial	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	IDOT/ 6650B-17/ St. Clair	Bond Ave – 8th St to Valley St – ADA Improvements	Pedestrian Facilities - Construction	Minor Arterial	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	ITN Gateway - St. Charles/ 6889C-18/ St. Charles	Operating Assistance - One Year Operating Assistance Volunteer Driver Program	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	ITN Gateway - St. Louis Co./ 6889D-18/ St. Louis	Operating Assistance - Two Years Operating Assistance Volunteer Driver Program	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	ITN St. Charles Dba ITN Gateway/ 6796E-17/ St. Louis	Operating Assistance - One Year Operating Assistance Volunteer Driver Program	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	ITN St. Charles/ 6796D-17/ St. Charles	Operating Assistance - One Year Operating Assistance Volunteer Driver Program	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Jefferson County Community Partnership/ 6534C-15/ Jefferson	Operating Assistance - Three Year Operating Assistance	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Jefferson County Community Partnership/ 6710D-16/ Jefferson	Operating Assistance - Route Expansion - Three Years Operating Assistance Expansion Of Arnold Route	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6713-18/ Jefferson	Old Lemay Ferry Road, Phase 1 - At East Rock Creek Road Intersection Realignment	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6730A-18/ Jefferson	Charter Church Road Bridge - Over Plattin Creek At Mitch Sweet Rd Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6730B-18/ Jefferson	Doc Sargent Bridge - Over Labarque Creek Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6730F-18/ Jefferson	Old Lemay Ferry Road, Phase 2 - At Spring Forest Road Intersection And Roadway Realignment - Shoulders (6')	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6730H-18/ Jefferson	Whitehead Road Bridge - Over Tributary Of Cotter Creek Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6821A-19/ Jefferson	East Rock Creek Road - 850' West Of Gary Rd To 150' West Of Gary Rd Curve Realignment - Shoulder	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6821B-21/ Jefferson	Local Hillsboro Road - MO 30 To Hillsboro House Springs Rd Overlay	Road Resurfacing	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6821C-19/ Jefferson	Main Street - MO Mm To 700' North Of MO Mm (In House Springs) Reconstruction - Sidewalk (4')	Road Reconstruction (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6821D-21/ Jefferson	Miller Road, Phase 3 - 620' South Of Elm Dr To 1350' South Of Elm Dr Realign Curve	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6821E-19/ Jefferson	Miller Road, Phase 1 - At Spring Forest Road Realign Intersection	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6821F-21/ Jefferson	New Sugar Creek Road - MO 30 To St. Louis County Line Overlay	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6821G-21/ Jefferson	Northwest Blvd - MO 30 To Saline Rd Overlay	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6821H-21/ Jefferson	Old State Rte. 21 - MO M To MO A Overlay - Repair Shoulders - Rumblestrips	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6821I-19/ Jefferson	Rouggly Kiepe Road Bridge - Over Tributary To Saline Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6913A-20/ Jefferson	Armbruster, Doss Hollow, Harness Bridges - Over Haverstick, Plattin, Trib Hocum Hollow Creeks Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Rural Minor Collector	2025	No	Rural Minor Collector - Not Included In Modeling Network

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6913D-20/ Jefferson	Hillsboro House Springs Road Bridge - Over Bourne Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Rural Minor Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jefferson County/ 6913E-20/ Jefferson	Seckman Road - At Mastodon State Park Realign Intersection - Left Turn Ln - Shoulders (8')	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Jewish Community Center/ 6888J-18/ Multi-County-M	Vehicle Acquisition - One (1) Wide Body Cutaway Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Kirkwood / 6731-18/ St. Louis	N. Geyer Road - Adams Ave To Manchester Rd Resurfacing - Curb And Gutter - Curb Ramps	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Kirkwood / 6917-22/ St. Louis	Geyer Road, Phase 2 - West Adams Ave To 50' N/O Big Bend Rd Resurfacing - Curb Ramps - Reconstruct Rd At UP RRxing	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Lake Saint Louis/ 6732-20/ St. Charles	Lake Saint Louis Blvd, Phase 2 - Pleasant Meadows Dr To Blue Cove Terrace Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Lake Saint Louis/ 6901-20/ St. Charles	Ronald Reagan Drive & Hawks Ridge Trail - Reagan: I-64-MO N; Hawks Ridge: Ridgeway-MO N Resurfacing - Sidewalks (5')	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Lebanon/ 6613-19/ St. Clair	Mcallister Street - IL 4 (Madison Street) To Herman Street Reconstruction - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Lebanon/ 6831C-18/ St. Clair	US 50 - At IL 4 (South Intersection) Install Traffic Signal	Traffic Operations	Principal Arterial	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 4531A-9/ Madison	Preventive Maintenance	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 5165-10/ Madison	Facilities Improvements	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6421-14/ Madison	MCT Employer Transportation Program - Marketing, Outreach, & Education Improve Awareness Of Mct System	Education/Marketing	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667B-17/ Madison	Radio Communications System	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667D-19/ Madison	Heavy Duty Buses - 10 Buses (30')	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667G-22/ Madison	Preventive Maintenance	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667H-22/ Madison	Heavy Duty Transit Buses - 39 Buses (40')	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667I-22/ Madison	Associated Capital Maintenance - 40' Buses Spare Parts	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667J-19/ Madison	Transit Support Vehicles	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667K-19/ Madison	Transit Support Equipment	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6667L-19/ Madison	ADA Bus Stop Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6929A-19/ Multi-State	Ridefinders Marketing & Outreach - 2019 - MO - Increase Awareness, Interest, And Participation In Ridefinders By Employers And Commuters	Capital Improvement - Rideshare	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6929B-20/ Multi-State	Ridefinders Vanpool Fleet Acquisition - Missouri - Purchase 26 Vans	Capital Improvement - Rideshare	N/A	2020	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6935D-19/ Multi-State	Ridefinders Marketing & Outreach - 2019 - IL - Increase Awareness, Interest, And Participation In Ridefinders By Employers And Commuters	Capital Improvement - Rideshare	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Constructio n
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6935E-19/ Multi-State	Ridefinders Vanpool Fleet Replacement - Illinois - Purchase 7 Vans	Capital Improvement - Rideshare	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County Transit District/ 6935F-19/ Madison	Madison County Transit Replacement Buses - Replace Five 30' Buses	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Madison County/ 6574F-20/ Madison	Silver Creek Road - Over Tributary Of Silver Creek Replace Bridge	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Madison County/ 6574G-20/ Madison	Pin Oak Road - Over Little Mooney Creek Replace Bridge	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Madison County/ 6574H-20/ Madison	Lebanon Road - Over Mill Creek Replace Bridge	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Local Road	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Madison/ 6934H-22/ Madison	Third St - IL 203 To Ewing Ave Resurfacing - Sidewalks (4.5') - Curb & Gutter	Road Resurfacing	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Magi Foundation/ 6893B-19/ Franklin	MO F Path, Phase 1 - Liberty Park In Pacific To Meramec River Crushed Limestone Shared Use Path (8') - Bridge	Bikeway - Construction	N/A	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Manchester/ 6733-18/ St. Louis	Dougherty Ferry Road - 150' S/O Charleston Place Ct To 150' S/O Country Stone Dr Resurfacing - Realignment	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Maplewood/ 6902-20/ St. Louis	Manchester Road - Big Bend Blvd To City Limits (150' E/O Yale Ave) Resurfacing - Curb Ramps - Mid-Block Xing	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Maryland Heights/ 6903-22/ St. Louis	Fee Fee Road - Schuetz Rd To Westport Plaza Dr Slab Replacement - Diamond Grind - Bridge Deck	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Maryville/ 6783-17/ Madison	IL 162 - At Keebler Rd Roundabout - Sidewalk	Traffic Operations	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Maryville/ 6859-21/ Madison	Keebler Road - Old Keebler Rd To 600' South Of IL 162 Resurfacing - Sidewalk (6')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	Long Range Plan - Connected2045	Metro/ 6091-30/ Regional	Transit Operations - Maintain Existing Transit System	Operating Assistance - Transit	N/A	2030	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	Long Range Plan - Connected2045	Metro/ 6091A-40/ Regional	Transit Operations - Maintain Existing Transit System	Operating Assistance - Transit	N/A	2040	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	Long Range Plan - Connected2045	Metro/ 6091B-45/ Regional	Transit Operations - Maintain Existing Transit System	Operating Assistance - Transit	N/A	2045	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Millstadt/ 6890D-19/ St. Clair	Washington Street Streetscape Improvements - Monroe St To Jefferson St Streetscape - Lighting	Streetscape/ Landscaping	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ American Lung Assn./ 6925-19/ Multi-State	Saint Louis Regional Clean Air Partnership - Metro St. Louis Area - Outreach - Education - Promotion Of Gateway Guide - Ozone Alert	Education/Marketing	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 4405G-9/ Jefferson	MO 30 - Over Saline Creek And At Valley Dell Dr Bridge & Culvert Replacement(A2380/G0885) - Signal Improvements	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Expressway	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 4413Z-11/ St. Louis	MO AB - At Hibler Creek Bridge Replacement (Bridge W0332)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 4773-8/ Franklin	I-44 - Pin Oak Creek/MO O To 2.8 Miles West Of US 50 Interchange Improvements (Bridge L0865, L0866, & L0931)	Traffic Operations	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 4919A-13/ St. Louis City	I-64 - B/W 18th St And Garrison Ave Modify Interchange Configuration And Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 5307A-11/ Franklin	US 50 - West Of MO At To I-44 Intersection Improvements (Bridge A6361)	Traffic Operations	Principal Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 5517B-13/ St. Louis	Various - On Various Routes In St. Louis County Create Bus Rapid Transit (BRT) And High Occupancy Vehicle Lanes	Air Quality Related Improvement	Interstate	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 5645A-18/ Multi-County-M	Bridge/Tunnel Inspections - At Various Locations (Locally Maintained)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 5737-16/ Multi-State	MO 799 (Mlk Bridge) - Payment To IDOT Bridge Sealing On Mlk Bridge (Bridge A4856)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 5743-13/ St. Louis	I-270 - I-70 To West Of The Mississippi River Environmental Study	Air Quality Related Improvement	Interstate	2020	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 5890-13/ Regional-M	Various - Various Routes Scoping For Future Project Estimates	Road Resurfacing	N/A	2020	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 5917-13/ St. Louis City	I-44 - Kingshighway To I-55 Bridge Replacement And Pavement Resurfacing (A2258)	Road Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 5973-14/ St. Louis	MO 180 - Pennridge To I-170 Pavement Resurfacing And ADA Transition Plan	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.127	Long Range Plan - Connected2045	MoDOT/ 6079A-45/ St. Louis City	I-44 - At Hampton, Kingshighway, Vandeventer, Jefferson Revise Interchange	Traffic Operations	Interstate	2045	Yes	
Exempt-93.126	Long Range Plan - Connected2045	MoDOT/ 6080-30/ St. Louis City	I-64 - At Vandeventer Rehabiliate Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6100D-18/ St. Charles	I-70 - West Of Point Prairie Rd Payment To Wentzville For New Interchange	New Road/ Bridge (Adding SOV Capacity)	Interstate	2025	Yes	
Exempt-93.126	Long Range Plan - Connected2045	MoDOT/ 6108A-30/ Multi-State	I-255 - Over Mississippi River Rehabilitate Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	
Exempt-93.126	Long Range Plan - Connected2045	MoDOT/ 6108B-30/ Multi-County	I-55 - Over Meramec River Rehabilitate Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	
Exempt-93.126	Long Range Plan - Connected2045	MoDOT/ 6108C-30/ Multi-County	MO 370 - Over Missouri River Repair Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	Long Range Plan - Connected2045	MoDOT/ 6108D-30/ Multi-County	MO 364 - Over Missouri River Repair Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6426-17/ Jefferson	MO V - Near Hardin Road Slide Repair & Roadway Relocation	Traffic Operations	Minor Arterial	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6446A-17/ Multi-State	I-270 - Over Mississippi River Bridge Improvements (Bridge A0890)	Adding Through Lanes to Existing Road	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6651V-16/ St. Louis City	I-55 - Virginia To Arsenal Bridge Rehabilitation (Seven Bridges)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6692-20/ Regional-M	Various - Safety (20) - At Various Locations Safety Projects	Traffic Operations	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6693-21/ Regional-M	Various - Safety (21) - At Various Locations Safety Projects	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6697-21/ Regional-M	Various - ADA Transition Plan Impr (21) - At Various Locations ADA Transition Plan Improvements	Pedestrian Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6699C-17/ St. Louis	MO 30 - At Sappington, MO P, Weber Rd, & Seibert Ave Signal Replacement, Lighting Replacement, & ADA Transition Plan	Traffic Operations	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6705Q-17/ St. Louis	MO 141 - At MO 364 Interchange Interchange Improvements	Traffic Operations	Expressway	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6705X-17/ Franklin	MO AD - Over Happy Sac Creek Bridge Replacement (Bridge N0620)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Rural Minor Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6706F-17/ St. Louis	MO 100 - US 61/67 To Big Bend Blvd (Bridge G0681 & A4844) Pavement Resurfacing, ADA Transition Plan, Signal Replacement	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6709O-16/ Multi-County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects FY 15	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6788G-17/ St. Louis	MO D - I-170 To St. Louis City Limits Pavement & ADA Transition Plan Improvements	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6788J-18/ Jefferson	MO E - At Joachim Creek Erosion Control	Traffic Operations	Major Collector	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6788K-18/ Multi-County-M	I-70 - Eb Blanchette Bridge Over Missouri River Bridge Rehabilitation (Bridge A3292)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6788N-17/ Franklin	US 50 - E/O Progress Pkwy To W/O I-44 & At MO EE Pavement Resurfacing And Adding Turn Lanes	Road Resurfacing	Principal Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6788Q-17/ Jefferson	MO V - At Joachim Creek East Of US 67 Bridge Replacement (Culvert T0223)	Traffic Operations	Rural Minor Collector	2025	No	Rural Minor Collector - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6788S-17/ St. Louis City	MO 180 - MO D To St. Louis City Limits Pavement Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6788T-17/ St. Louis	MO 180 - I-270 To Pennridge Intersection And Lane Reconfiguration	Traffic Operations	Principal Arterial	2020	Yes	
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6788TT-19/ St. Louis	MO 180 - I-270 To Pennridge Dual Left Ln At Pennridge - Channelization	Traffic Operations	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6788V-17/ St. Louis	I-270 - MO D To I-70 Pavement Resurfacing & Guardrail Upgrades	Road Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6788X-17/ St. Louis	I-44/I-44 Or/MO 109 - I-44: Over BNSF /UP RR, Allenton Rd; I-44 Or: Over Fox Cr MO 109: Over 1st St - Bridge Rehabilitation (Six Bridges)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6788Y-17/ St. Louis	I-64 Or/ MO 141 - I-64: At Creve Coeur Rd, MO 141, MO 141: At Clayton Rd Bridge Improvements (Bridges A4784, A4785, A4344, A4064, & A4067)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Expressway	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6794Q-18/ Multi-County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects FY 16	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Operations Budget
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6794R-18/ Multi-County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects FY 17	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Operations Budget

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6798D-17/ St. Louis	I-70 - At Hanley Rd ADA Transition Plan Improvements (Bridge 6175)	Pedestrian Facilities - Construction	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6798G-18/ Regional-M	Various - Scoping For Future Projects On Various Routes In St Louis District	Traffic Operations	N/A	2020	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Constructio n
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6798I-18/ St. Louis City	I-44 - At Broadway Bridge Replacement (Bridge A0134)	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6798M-18/ St. Louis	US 67 - At Deer Creek Bridge Improvements (Bridge H0989)	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6798N-18/ St. Louis	US 67 - MO D To Swan Ave Pavement Resurfacing, Bridge Replacement, & ADA Transition Plan (Involves B	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6798P-18/ St. Louis	MO 267 - At Hoffmeister Ave Signals & ADA Transition Plan Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6798R-18/ St. Louis	MO 21 - MO 30 To Meramec River Pavement Improvements	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6798T-18/ St. Louis	MO 100 - From MO 141 To New Ballas Road Pavement Improvements	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6798U-18/ St. Charles	MO P - US 61 In Flint Hill To MO M In O'Fallon Pavement Preservation Resurfacing and Guardrail Upgrades	Road Resurfacing	Major Collector	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6798V-18/ St. Charles	MO N - MO T To I-64 Pavement Improvements	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6798W-18/ St. Charles	MO N - Bryan Road To MO K Pavement Resurfacing	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6798Y-18/ St. Charles	MO F - MO D In New Melle To MO 94 Near Defiance Pavement Preservation Resurfacing & Adding Shoulders	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6806A-18/ St. Charles	MO 94 - I-70 To Kingshighway St Pavement Resurfacing	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6806B-18/ St. Charles	MO 94 - MO 364 / MO N To I-70 Pavement Preservation Treatment	Road Resurfacing	Expressway	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6806D-18/ St. Charles	MO 94 - Warren County Line To I-64 Pavement Preservation Treatment	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6806F-18/ St. Charles	I-64 - I-70 To MO 94 Pavement Improvements	Road Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6806G-18/ St. Charles	US 61 - Lincoln County Line To I-70 Pavement Improvements	Road Resurfacing	Expressway	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6806I-18/ Jefferson	MO A - Old Highway 21 To E/O Collins Dr Pavement Resurfacing & Guardrail Upgrades, Turn Ln At Harrison Lake, Morgan Rd, Glenn Oaks Dr, and Burning Tree Ln	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6806J-18/ Jefferson	US 61 - N/O Meramec River To S/O Collier Dr Pavement Resurfacing, Guardrail Upgrade & ADA Transition Plan	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6806K-18/ Jefferson	I-55 Outer Road - MO M To MO Z Pavement Resurfacing & Guardrail Upgrades	Road Resurfacing	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6806L-18/ Multi-County-M	I-55 - Over Meramec River Bridge Improvements (Bridge A0609)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6806N-18/ Jefferson	MO 21 - 3 Bridges Over Heads Creek Road And Over MO 21 Bridge Improvements (Bridges A2977, A2945, & A2944)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6806Q-18/ Franklin	MO 47 - N/O Miller Dr To N/O Calwell St Pavement Repair	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6806S-18/ St. Charles	MO TT - Warren Co Line To MO T (Sl District Cost) Pavement Preservation Treatment(Project Extends To Ne Dist)	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807K-18/ Multi-County-M	Concrete Pavement - At Various Locations Job Order Contracting (Non-Interstate)	Road Resurfacing	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807L-19/ Multi-County-M	Asphalt Pavement Improvements - At Various Locations Job Order Contracting (Non-Interstate)	Road Resurfacing	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807M-19/ Multi-County-M	Asphalt Pavement Improvements - At Various Locations Job Order Contracting (Non-Interstate)	Road Resurfacing	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807O-18/ Multi-County-M	Concrete Pavement Improvements - At Various Primary Route Locations Job Order Contracting (Non-Interstate)	Road Resurfacing	Minor Arterial	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807S-18/ St. Louis City	I-70 - W/O Kingshighway To W/O Branch St Pavement Resurfacing	Road Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807T-18/ St. Louis City	MO 115 - St. Louis City Limits To I-70 Pavement Resurfacing & Safety Improvements	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807U-18/ Multi-County-M	I-70 - Branch St To Springdale Ave Bridge Rehabilitation- 14 Bridges	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807W-18/ St. Louis	US 61 - N/O Big Bend Blvd To Barracksview Rd Pavement Resurfacing, Signal Reconstruction, & ADA Transition Plan	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807X-18/ Multi-County-M	I-55 - US 67 To MO 141 Pavement Preservation & Guardrail Upgrades	Road Resurfacing	Interstate	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807Y-18/ St. Louis	MO 370 - I-270 To Missouri River Pavement Resurfacing	Road Resurfacing	Expressway	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6807Z-18/ St. Louis	MO 367 - US 67 To Maline Creek Bridge Sealing (Nine Bridges)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Expressway	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6808-22/ Regional-M	Various - ADA Transition Plan Impr. (22) - At Various Locations ADA Transition Plan Improvements	Pedestrian Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6809-22/ Regional-M	Various - Safety (22) - At Various Locations Safety Projects	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811A-18/ St. Louis	MO 340 - Lea Oak Drive To I-270 Pavement Resurfacing, Signal Reconstruction, & ADA Transition Plan	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811B-18/ St. Louis	I-70 - At MO 180 Bridge Repair (L0887) & Add Sidewalk	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811C-18/ St. Louis	MO 115 - At MetroLink Crossing In Normandy Bridge Rehabilitation (A6736)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811D-18/ St. Louis	MO 100 - US 61/67 To New Ballas Rd Pavement Rehabilitation, Signal Reconstruction, And ADA Transition Plan	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811G-18/ St. Charles	MO 94 - At Six Bridges Bridge Rehabilitation (A7189, A5940, A7871, A6678, A6680, And A7866)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811I-18/ St. Charles	MO C - Missouri River To Salt River Rd Pavement Resurfacing	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811K-18/ St. Charles	MO A - US 61 To I-70 Pavement Resurfacing & Bridge Rehabilitation (Bridge A4235)	Road Resurfacing	Principal Arterial	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811L-18/ St. Charles	MO 94 - MO 370 To BNSF RR In Orchard Farm Pavement Resurfacing & Adding Shoulders	Road Resurfacing	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811N-18/ St. Charles	US 61 - At Pitman Avenue, I-70, & I-64 In Wentzville Bridge Rehabilitation (A2775, A2756, L0428, And A2543)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Expressway	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811Q-18/ Franklin	I-44/ Bl 44 - I-44: St. Louis Co - MO 30; Bl 44: St Louis Co - MO 100 Pavement Resurfacing, Guardrail Upgrades, Upgrade Sidewalk	Road Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811R-18/ Franklin	I-44 - Various Locations Bridge Rehabilitation (Bridges A5796, A5760, A5759, A6906, A6907, A5243, A5	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811S-18/ St. Louis	I-70 - At James S Mcdonnell Blvd And Lambert Intl Blvd Bridge Repair (Bridge A4226 & A4282)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6811T-18/ Jefferson	MO H - Washington Co Line To MO Ww (Sl District Cost) Pavement Pres. Treatment & Shoulders (Proj. Extends To Central Dist)	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6845-19/ St. Louis	MO 141 (Nb) - At MO 364 - Combine W Tip# 6845A Lengthen Right Turn Lane To Eb/Wb MO 364 Ramp	Traffic Operations	Expressway	2020	Yes	
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6845A-18/ St. Louis	MO 141 (Nb) - At MO 364 - Combine W Tip# 6845 Lengthen Right Turn Lane To Eb/Wb MO 364 Ramp	Traffic Operations	Expressway	2020	Yes	
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6846-19/ St. Louis	MO 364 - At MO 141 - Dual Left At Wb Off Ramp - Comb W Tip# 6846A Dual Lft/Rt Turn Ln On Eb Off Ramp & Extend Merge	Traffic Operations	Expressway	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6846A-18/ St. Louis	MO 364 - At MO 141 - Dual Left At Wb Off Ramp - Comb W Tip# 6846 Dual Lft/Rt Turn Ln On Eb Off Ramp & Extend Merge	Traffic Operations	Expressway	2020	Yes	
Exempt-93.127	FY 2020-2023 TIP - Scoping	MoDOT/ 6852I-18/ St. Louis	MO 109 - At MO CC Intersection Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6852J-18/ St. Louis	Various - Various Routes Signage Improvements	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6991C-19/ Multi-County-M	Various – St. Louis District Surveying to Sell Excess Parcels	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6852K-18/ St. Louis	I-44 - I-44: At Selma Ave; I-55: At Daycare Pedestrian Access Study	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6852L-18/ St. Charles	I-70 - Lake Saint Louis Blvd To MO K Pavement Resurfacing	Road Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6852O-18/ Franklin	MO Mm - MO 100 To MO T Pavement Resurfacing, Curve Corrections, Replace Culvert, Guardrail Upgrade	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6852P-18/ Franklin	MO YY - MO Y To MO 185 Pavement Repair & Guardrail Upgrades	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6852S-18/ St. Charles	US 67 - Mississippi River To N/O Machens Club Dr Raise Southbound Lanes & Add Signalized Intersection	Road Reconstruction (No Additional Through Lanes)	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6852SS-18/ St. Charles	US 67 - Mississippi River To N/O Machens Club Dr Raise Southbound Lanes & Add Signalized Intersection	Road Reconstruction (No Additional Through Lanes)	Principal Arterial	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6852U-18/ Jefferson	I-55 Outer Road - Over Railroad Tracks S/O MO Z Bridge Rehabilitation	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6853D-18/ St. Charles	MO N - I-64 To Point Prairie Rd At Jackson Rd Environmental Study	Traffic Operations	Minor Arterial	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6853E-18/ St. Louis City	I-270 - At Riverview Blvd Modify Interchange Configuration (Bridges A1024 & A1025)	Traffic Operations	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887F-19/ Multi-County-M	I-44 - At Various Ramp Locations Throughout The St. Louis District Adding Signing And Striping For Wrong Way Counter-Measures	Traffic Operations	Interstate	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887H-21/ Multi-County-M	Various - At Various Locations Throughout The St. Louis District Curve Safety Improvements	Road Resurfacing	Principal Arterial	2025	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887K-20/ Multi-County-M	Various - At Various Locations On-Call Work Zone Enforcement	Traffic Operations	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887L-19/ Franklin	I-44 - At US 50 Upgrade Lighting	Traffic Operations	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887M-19/ St. Louis	MO D - Schuetz Rd To US 67 & Dorsett Rd: Millpark Dr To MO D Pavement Resurfacing	Road Resurfacing	Expressway	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887N-19/ St. Louis	I-170 - At Midland Blvd & Lackland Rd Bridge Rehabilitation (Bridges A3173,A3602)	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887O-19/ Multi-County-M	Concrete Pavement Repair - At Various Locations In The St. Louis District Job Order Contracting	Road Resurfacing	Interstate	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887Q-19/ Multi-County-M	Asphalt Pavement Repair - At Various Locations In Stl City, Stl Co, & St Charles Co Job Order Contracting	Road Resurfacing	Interstate	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887R-19/ Franklin	MO AJ - MO YY To US 50 Pavement Resurfacing	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887T-19/ Multi-County-M	Fence Repair - At Various Locations Throughout The St. Louis District Job Order Contracting For Fence Repair	Traffic Operations	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887U-19/ Multi-County-M	Guardcable Repair - At Various Locations In The St. Louis District Job Order Contracting For Guardcable	Traffic Operations	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887V-19/ Multi-County-M	Guardrail - Various Locations In St. Louis City And St. Louis County Job Order Contracting For Guardrail	Traffic Operations	N/A	2020	No	No Significant Impact On VMT - Maintenance At Various Locations

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6887W-19/ St. Charles	I-70 Outer Road - Wentzville Pkwy To MO T Pavement Resurfacing & Guardrail Upgrades	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6888O-19/ Multi-County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects FY 18	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6892B-19/ Franklin	MO TT - Commercial Ave To Mill Hill Road Pavement Resurfacing, Guardrail Upgrade, Culvert Replacement	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6892C-18/ Jefferson	US 61 - Over Joachim Creek B/W Scenic Dr & Joachim Rd Bridge Replacement & Slide Repair	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Expressway	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP - Scoping	MoDOT/ 6892K-19/ St. Louis	I-64 - At MO 141 Interchange Reconfiguration	Road Reconstruction (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6892L-19/ Jefferson	MO 109 - MO FF And MO W Near Eureka - Comb W Tip# 6930B Adding Turn Lanes, Adding Signals, & ADA Transition Plan	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6892M-19/ St. Louis	MO 115 - North Hanley Rd To Lucas-Hunt Rd Great Streets Traffic And Safety Study	Traffic Operations	Principal Arterial	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6892N-19/ St. Louis	MO 267 - US 67 To River City Blvd Pavement Resurfacing & ADA Transition Plan Improvements	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6892O-19/ Franklin	MO AF - MO 185 & I-44 Ramps In Sullivan Adding Signals And Lighting	Traffic Operations	Minor Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.127	FY 2020-2023 TIP - Scoping	MoDOT/ 6892P-19/ Jefferson	MO Z - West Of I-55 In Pevely Relocating Weier Road And Add Signals	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6892Q-19/ Jefferson	US 61 - At Castle Acres Rd & River Cement Rd Near Selma Safety Improvements	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6892S-19/ Franklin	MO WW - Crawford Co. Line To I-44 Pavement Resurfacing & Shoulders (Project Extends To Central Dist.)	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6892U-19/ St. Louis	MO 100 - Bremerton Rd To Black Creek - Comb W Tip#6895 Ped And Streetscape Enhancements - Tunnel At St. Mary	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6892V-19/ St. Louis	MO 100 - US 61/67 To West Of Kenmore Dr Pedestrian And Streetscape Enhancements	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6892W-20/ St. Charles	OR 70 - Lake Saint Louis Blvd At Veterans Memorial Pkwy Roundabout - Combine W Tip# 6822	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6892Y-19/ Franklin	MO ZZ - MO C To MO Y Resurfacing, Guardrail Upgrades, & Replace Culvert	Road Resurfacing	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6930A-20/ St. Louis	MO 340 - N. Spoede Rd To Old Olive Street Rd Extend Left Turn Bays - Combine W Tip# 6930Aa	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6930AA-20/ St. Louis	MO 340 - N. Spoede Rd To Old Olive Street Rd Extend Left Turn Bays - Combine W Tip# 6930A	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6930B-19/ Jefferson	MO 109 - At MO W/FF New Traffic Signal - Add Turn Lanes	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6936A-19/ Jefferson	OR 55 – Vogel Rd to End of Maintenance; Imperial Main – OR 55 to Old State Rd – Resurfacing, Guardrail, ADA Transition Plan	Road Resurfacing	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6936B-19/ St. Charles	MO 94, MO K, & MO Z - Bridges A6476, A7372, A5064, A5065, A5116, A5123 Bridge Rehab, Substructure Repair	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6936D-19/ Multi-State	I-70 - Stan Musial Veterans Memorial Bridge Bridge Improvements And Preventive Maintenance	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Interstate	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	MoDOT/ 6936E-19/ Jefferson	MO 21 - At Lowry Ln In Hillsboro Add Two Way Left Turn Lane	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6936F-19/ St. Louis	MO 115 - MO U To St Louis City Limits Pavement, Signal, Drainage, And ADA Work	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6936G-19/ St. Louis	MO 115 - I-170 To Hanley Rd Pavement, Drainage, Signal, And ADA Work	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	MoDOT/ 6936H-19/ St. Charles	I-64 – 0.5 mi e/o I-70 To Lake Saint Louis Blvd Pavement Repairs	Road Resurfacing	Interstate	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP - Scoping	MoDOT/ 6936M-19/ Multi-County-M	I-70 - Warren County Line To Mississippi River Replace Structural Steel Signs	Traffic Operations	Interstate	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	Long Range Plan - Connected2045	MoDOT/IDOT/ 6090-30/ Regional	Asset Management/Operations - Maintenance/Rehabilitation/Operation Imprvments Safety/Ada	Traffic Operations	N/A	2030	No	No Significant Impact On VMT - Operations Budget
Exempt-93.126	Long Range Plan - Connected2045	MoDOT/IDOT/ 6090A-40/ Regional	Asset Management/Operations - Maintenance/Rehabilitation/Operation Imprvments Safety/Ada	Traffic Operations	N/A	2040	No	No Significant Impact On VMT - Operations Budget

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	Long Range Plan - Connected2045	MoDOT/IDOT/ 6090B-45/ Regional	Asset Management/Operations - Maintenance/Rehabilitation/Operation Imprvments Safety/Ada	Traffic Operations	N/A	2045	No	No Significant Impact On VMT - Operations Budget
Exempt-93.126	FY 2020-2023 TIP	Monroe County/ 6575G-20/ Monroe	Bluff Road - Over Carr Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Monroe County/ 6935G-19/ Monroe	Hanover Road - At IL 3 Right Turn Lane	Traffic Operations	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	New Haven/ 6735-18/ Franklin	Downtown Improvements, Phase 1 - Front St: Olive To Miller; Miller St: UP RR To Main St Reconstruction - Sidewalks (8') - Streetscaping	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	New Haven/ 6824-19/ Franklin	Downtown Improvements, Phase 2 - Main St: Miller To Olive St; Olive St: Main St To UP RR Reconstruction - Sidewalks (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Nextstep For Life/ 6888A-18/ Jefferson	Vehicle Acquisition - Four (4) Lowered Floor Accessible Mini-Vans Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Northwoods/ 6871-18/ St. Louis	Nelson Drive Sidewalk - Lillian Ave To Pasadena Ave Sidewalk (5') - One Side - Sharrows	Pedestrian Facilities - Construction	Urban Minor Collector	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	OATS/ 6888B-18/ Multi-County-M	Vehicle Acquisition - Eight (8) Wide Body Cutaways Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.127	FY 2020-2023 TIP	O'Fallon/ 6511-15/ St. Clair	Highway 50 - At Old Collinsville Road Intersection Improvements	Traffic Operations	Minor Arterial	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	O'Fallon/ 6736-18/ St. Charles	Mexico Road, Phase 3 - MO K To Bryan Rd Resurfacing - Pedestrian Bridge- Curb Ramps	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	O'Fallon/ 6825-19/ St. Charles	Winghaven Blvd - MO N To South Of The Winghaven/Hammack Rd Resurfacing - Ped Improvements At Intersections	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	O'Fallon/ 6860-21/ St. Clair	Venita Drive, Phase 1 - 286' N/O Taylor Rd To 451' N/O O'Fallon Sports Park Ent. Reconstruction	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	O'Fallon/ 6904-20/ St. Charles	Main St, Phase 1 - Pitman St To S/O Railroad Tracks Resurfacing - Curb Ramps - Sidewalks	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	O'Fallon/ 6934I-22/ St. Clair	Seven Hills Road - Old Troy Rd To State St/Old Vincennes Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.127	FY 2020-2023 TIP	O'Fallon/ 6935H-19/ St. Clair	Hartman Lane - At Central Park Dr Dual Left Turn Ln - Sidewalk	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Olivette/ 6826-20/ St. Louis	Dielman Road, Phase 2 - Tamarack Drive To MO 340 (Olive Blvd) Resurfacing - Sidewalk (5') East Side-Widening To 13' Lns	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Pacific/ 6914-20/ Franklin	Denton Road Bridge - Over Brush Creek Replace Bridge - Sidewalk (6')	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Minor Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Paraquad/ 6889E-18/ Multi-County-M	Operating Assistance - Three Years Operating Assistance	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Places For People/ 6888L-18/ Multi-County-M	Vehicle Acquisition - One (1) Lowered Floor Accessible Mini-Van Replacement Of Vehicle Not Funded W S 5310	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Residential Options/ 6710E-16/ Multi-County-I	Operating Assistance - Three Years Operating Assistance	Operating Assistance - Transit	N/A	2020	No	No Significant Impact On VMT - Operating Assistance
Exempt-93.126	FY 2020-2023 TIP	Richmond Heights/ 6745G-19/ St. Louis	Mcknight Road - 2020 - Clayton Rd To South Of Lay Rd Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Richmond Heights/ 6827-19/ St. Louis	Lovella Avenue Bridge - Over Claytonia Creek Replace Bridge - Sidewalks (5')	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	Richmond Heights/ 6872-18/ St. Louis	Mcknight Road Sidewalk - Clayton Rd To Godwin Ln Sidewalk (6') - One Side	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Rock Hill/ 6738-18/ St. Louis	Kortwright Avenue - Manchester Rd To Warson Pl Resurfacing - Sidewalks (4') - Whitestone To Warson Tr	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Sauget/ 6642-16/ St. Clair	IL 3 - At Queeny Ave Extended Right Turn Lane IL 3/Merge On Queeny	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Sauget/ 6784-17/ St. Clair	IL 3 - At Monsanto Ave Dual Left From Sb IL 3 To Monsanto	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Sauget/ 6831E-18/ St. Clair	Queeny Ave - At Falling Springs Rd Left Turn Ln	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Sauget/ 6934J-22/ St. Clair	Sauget Business Boulevard - Curtiss-Steinberg Dr To Mousette Ln Lighting - Guardrail	Traffic Operations	Major Collector	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2020-2023 TIP	Shiloh/ 6934K-22/ St. Clair	Shiloh Station Road, Phase 8 - Appr. 460' S/O Fern Glen Preserve To 1130' N/O Johnson Rd Reconstruction - Shared Use Path (8') - Curb & Gutter	Road Reconstruction (No Additional Through Lanes)	Urban Minor Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Southside Senior Services Center/ 6888F-18/ Multi-County-M	Vehicle Acquisition - Two (2) Wide Body Cutaways Replacement Of Vehicle Not Funded W S 5310	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	St. Ann/ 6911-20/ St. Louis	Geraldine Avenue Bridge - Over Coldwater Creek Replace Bridge - Sidewalk (5')	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	St. Charles County/ 6741-19/ St. Charles	MO N - At Weiss Rd Realign Intersection	Road Reconstruction (No Additional Through Lanes)	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Charles County/ 6830B-20/ St. Charles	Schwede Road - Hoffman Rd To Bridge Over Cunningham Branch Realign Curve - Shoulders	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Charles County/ 6830C-20/ St. Charles	Seeburger Road Bridge - At Trib To The Mississippi R (B/W South Shore And MO B) Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.127	FY 2020-2023 TIP	St. Charles County/ 6841B-19/ St. Charles	MO 94 - I-70 To Portwest Dr Intersection Improvements - Signal Optimization	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	St. Charles County/ 6847-19/ St. Charles	MO N - At MO Z Traffic Signal	Traffic Operations	Minor Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	St. Charles County/ 6874-19/ St. Charles	Pitman Hill Road Shared Use Path - Chadwick Ln To 270' S/O Sammelman Rd Shared Use Path (10')	Bikeway - Construction	Major Collector	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	St. Charles/ 6829-19/ St. Charles	Strategic Hwy Safety Plan Improvements - Along Boone'S Lick, Kingshwy, Elm, Lindenwood Randolph/Mel Wetter, Little Hills/Mel Wetter	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Charles/ 6873-18/ St. Charles	Lincoln Elementary Srts - Near Lincoln E.S. - Along Perry St, 7th St Sidewalk (5'-6')	Pedestrian Facilities - Construction	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	St. Charles/ 6888M-18/ St. Charles	Vehicle Acquisition - One (1) Wide Body Cutaway Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	St. Charles/ 6922B-20/ St. Charles	Zumbehl Rd - Over Cole Creek Replace Culvert - Shared Use Path (10') - Sidewalk (5')	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Charles/ 6931B-20/ St. Charles	Bus Replacement - Replace 3 Buses St. Charles Area Transit	Capital Improvement - Transit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	St. Clair County Transit District/ 6935I-19/ St. Clair	Driving Transit Ridership - Boundaries Of St. Clair County, IL - Rider Recruitment Try & Ride Program - Two Year Outreach	Education/Marketing	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	St. Clair County/ 6574I-21/ St. Clair	Thouvenot Ln - Over Tributary To Richland Creek Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Clair County/ 6776-20/ St. Clair	Sullivan Drive - 350' South Of Frank Scott To 170' South Of Longacre Resurfacing	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Clair County/ 6934L-22/ St. Clair	Old Collinsville Road - Ashland Ave To Lebanon Ave Concrete Joint Repair	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	St. Clair County/ 6935A-19/ St. Clair	Frank Scott Parkway - At North Belt West Add Left Turn Lanes - Extend Twtl S/O Intersection	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Clair/ 6909-22/ Franklin	Kitchell Avenue - Commercial Ave To Main St Resurfacing - Sidewalks (5' S. Side/6' N. Side)	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Elizabeth Adult Day Care Center/ 6888K-18/ Multi-County-M	Vehicle Acquisition - One (1) Lowered Floor Accessible Mini-Van Replacement	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 5204C-16/ St. Louis	Tesshire Dr Bridge - Over Gravois Creek Replace Bridge - Add Sidewalk	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2020	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 5204D-19/ St. Louis	Hudson Dr Bridge - Over Black Jack Creek Bridge Rehabilitation	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 5204E-19/ St. Louis	New Ballwin Rd Bridge - Over Kiefer Creek Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 5204F-19/ St. Louis	Vorhof Dr Bridge - Over Black Jack Creek Bridge Rehabilitation	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 5204G-19/ St. Louis	Wyncrest Dr Bridge - Over Branch Of Grand Glaize Creek Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 5394-11/ St. Louis	I-255 - At MO 231 (Telegraph Rd) Landscaping Improvements	Streetscape/ Landscaping	Interstate	2020	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6503M-16/ St. Louis	Dielman Road-2017 - Olive Boulevard To Page Avenue. Resurfacing-Bike Lanes	Road Resurfacing	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6503S-16/ St. Louis	Westport Plaza Drive/Marine Avenue - 2017 - Lackland Road To Glenmeade Drive (Excluding MO D And I-270 Crossings) - Resurfacing	Road Resurfacing	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6607B-17/ St. Louis	St. Charles Rock Road (West) - 2019 - Taussig Road To Earth City Expressway (MO 141) Resurfacing	Road Resurfacing	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6607D-18/ St. Louis	Jennings Station Road (North) - 260 Feet Southwest Of Hord Avenue To Halls Ferry Road Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2020	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6607G-17/ St. Louis	North Hanley Road - 2019 - St. Charles Rock Rd (MO 180) To Natural Bridge Rd (MO 115) Resurfacing - Curb Ramps	Road Resurfacing	Principal Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6715-19/ St. Louis	Ballas Road - 2020 - Dougherty Ferry Rd To Manchester Rd (MO 100) Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6745A-18/ St. Louis	Baxter Road (South) - 2019 - Manchester Rd (MO 100) To Clayton Rd Resurfacing - Shared Use Path (8')	Road Resurfacing	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6745B-19/ St. Louis	Bayless Avenue - 2020 - Union Rd To Lemay Ferry Rd Resurfacing - Bike Ln(5') Av H To Lemay Ferry	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6745E-19/ St. Louis	Lucas-Hunt Road (North) - 2020 - Hord Avenue/Huiskamp Ave To Halls Ferry (MO Ac) Resurfacing - Bike Ln (5')	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6745F-18/ St. Louis	Mckelvey Road, Phase 1 - 2020 - Ameling Rd To Glenpark Dr Resurfacing - Sidewalk (6') - Shared Use Path (8')	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6745I-19/ St. Louis	Yaeger Road - 2020 - Ringer Rd To Patterson Rd Resurfacing	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6745J-21/ St. Louis	Airport Rd - E/O I-170 To N Florissant Rd Resurfacing - Curb Ramps	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6834B-21/ St. Louis	Bayless Avenue Bridge - Over Gravois Creek (Approx 130' East Of I-55) Replace Bridge - Sidewalk (6')	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6834C-21/ St. Louis	Mckelvey Rd/Bennington Pl/Ameling Rd - 2021 - Mckelvey/Bennington - Dorsett To Ameling; Ameling: Bennington To Mckelvey - Resurfacing - Slab Repl.	Road Resurfacing	Minor Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6834E-21/ St. Louis	Hanley Road - 2021 - Canton Rd To MO D (Page Ave) Resurfacing	Road Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6834F-19/ St. Louis	Mckelvey Road, Phase 2 - 2021 - Glenpark Dr To Creve Coeur Mill Rd Resurfacing - Sidewalk (5') E: Smoke Rise To Cr. Coeur Mill	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6834G-19/ St. Louis	Meramec Bottom Road Bridge - Over Lemay Creek (Approx 1200' West Of I-55) Replace Bridge	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6834H-21/ St. Louis	Washington Street - 2021 - Rue St. Pierre To Fatima Ct Resurfacing	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	St. Louis County/ 6850B-20/ St. Louis	Berry Rd - At Big Bend Intersection Improvements	Traffic Operations	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905A-20/ St. Louis	Mason Road - 2022 - Clayton Rd To 100' N/O Mason Ridge Rd Resurfacing - Shared Use Path (8') - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905B-20/ St. Louis	Heintz Road Bridge - Over Mattese Creek Replace Bridge - Sidewalk (6')	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Urban Minor Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905C-20/ St. Louis	J.S. Mcdonnell Blvd Bridge - Over Coldwater Creek Replace Bridge - Shoulder (5'/3')	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Principal Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905D-22/ St. Louis	Chesterfield Pkwy West (South) - 2022 - I-64 To Clarkson Rd Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905E-20/ St. Louis	Kingsland Avenue - 2022 - Olive Blvd (MO 340) To Delmar Blvd Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905F-22/ St. Louis	Midland Blvd (East) - 2022 - Woodson Rd To North & South Rd Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905G-22/ St. Louis	N. Elizabeth Avenue- 2022 - Pershall Rd To Chambers Rd Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905H-22/ St. Louis	New Ballwin Road - 2022 - Twigwood Dr To Oak Leaf Manor Ct Resurfacing - Curb Ramps	Road Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905I-22/ St. Louis	Vernon Avenue - 2022 - Midland Blvd To City Of St. Louis Line Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis County/ 6905J-22/ St. Louis	Weidman Road - 2022 - Turtle Cove Dr To Manchester Rd (MO 100) Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis/ 5205C-17/ St. Louis City	Sulphur Ave Bridge - Over River Des Peres Replace Bridge Deck, Bridge Rehab	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2020	No	Local Road - Not Included In Modeling Network
Exempt-93.126	FY 2020-2023 TIP	St. Louis/ 5205E-19/ St. Louis City	Hamilton Ave Bridge - Over MetroLink Bridge Replacement	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Local Road	2025	No	Local Road - Not Included In Modeling Network

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	St. Louis/ 6828-19/ St. Louis City	Compton Avenue Bridge - Chouteau Ave To I-64 Replace Bridge - Preliminary Engineering	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Minor Arterial	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis/ 6833A-20/ St. Louis City	7th Street - Washington Ave To Walnut St Resurfacing - Sidewalks - Lighting	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Louis/ 6875-18/ St. Louis City	Louisiana Avenue Calm Streets - Gravois Ave To Meramec St Traffic Calming - Shared Ln Marking - Bumpouts	Bikeway - Construction	Local Road	2025	No	Local Road - Not Included In Modeling Network
Exempt-93.127	FY 2020-2023 TIP	St. Louis/ 6919A-19/ St. Louis City	Jefferson / 22nd Traffic Flow Improvements - Reconfigure I-64/Pine/Market/Jefferson Interchange Signal Improvements - Shared Use Path/Cycle Track	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	St. Peters/ 6877-18/ St. Charles	Centennial Greenway, Phase 4 - Along Mcclay Rd- Hackman Rd To Mcclay Village Dr Shared Use Path (11')	Bikeway - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Sullivan/ 6835-20/ Franklin	Fisher Drive Sidewalk - W Springfield Rd To Elmont Rd Sidewalk (8') Both Sides	Pedestrian Facilities - Construction	Local Road	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Swansea/ 6865E-18/ St. Clair	Boul Avenue Trail - Morgan St To MetroLink Bike Trail Shared Use Path (10')	Bikeway - Construction	Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Touchette Regional Hospital/ 6534G-15/ St. Clair	Digital Dispatch System	Capital Improvement - Paratransit	N/A	2020	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2020-2023 TIP	Town & Country/ 6836-19/ St. Louis	Topping Road - Clayton Rd To Topping Estates / Kent Manor Dr Resurfacing - Shared Use Path (8')	Road Resurfacing	Urban Minor Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Troy/ 5634-15/ Madison	Spring Valley Road, Phase 3 - 560 Ft N.Of Austin Dr To 475 Ft S. Of Charleston Dr Reconstruction, Curb And Gutter, Sidewalks	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.127	FY 2020-2023 TIP	Troy/ 6831F-18/ Madison	IL 162 - At Old Troy Road Construct Roundabout	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Troy/ 6862-21/ Madison	East Clay Street - Hickory St/Staunton Rd To N. Dewey St Reconstruction - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Urban Minor Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Troy/ 6934M-22/ Madison	West Clay Street, Phase 3 - N. Main St To Hickory St Reconstruction - Sidewalks (5')	Road Reconstruction (No Additional Through Lanes)	Urban Minor Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Union/ 6837-20/ Franklin	Denmark Road Bridge - Over Birch Creek Replace Low Water Crossing - Sidewalk (6')	Bridge Reconstruction/ Replacement (No Additional Through Lanes)	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	University City/ 6838-19/ St. Louis	Westgate Ave - Delmar Blvd To MO 340 (Olive Blvd) Resurfacing - Upgrade Sidewalk	Road Resurfacing	Urban Minor Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Valley Park/ 6751-18/ St. Louis	St. Louis Avenue, Phase 1 - Seventh Street To The Levee Closure Structure Reconstruction - Sidewalks (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Valley Park/ 6839-19/ St. Louis	St. Louis Avenue, Phase 2 - Third St To Seventh St Reconstruction - Sidewalk (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Valley Park/ 6918-20/ St. Louis	St. Louis Avenue/Beckett/Marshall, Phase 3 - MO 141 To 3rd St Reconstruct: RR To 3rd; Resurf: RR To 141 - Sidewalks (5')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Vinita Park/ 6752-18/ St. Louis	North And South Road Sidewalk, Phase 1 - Midland Blvd To Page Ave Sidewalk (5')	Pedestrian Facilities - Construction	Major Collector	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Washington/ 6598-17/ Franklin	High Street - MO 100 To Fifth Street Resurfacing - Sidewalk (5') 9th To MO 100	Road Resurfacing	Major Collector	2020	Yes	
Exempt-93.126	FY 2020-2023 TIP	Washington/ 6879-18/ Franklin	Busch Creek Greenway - Jefferson St To Riverfront Trail Shared Lane Path (10') - Shared Ln Markings	Bikeway - Construction	Local Road	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Washington/ 6910-20/ Franklin	Third Street - MO 47 To Jefferson St Resurfacing - Sidewalk (5')	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Waterloo/ 6618-19/ Monroe	Moore Street, Phase 5 - 100 Ft South Of Columbia Ave To 450 Ft North Of Columbia Ave - Reconstruction - Shared Use Path (8')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Waterloo/ 6863-21/ Monroe	Moore Street, Phase 6 - 450' N/O Columbia Ave To N/O Gibault H.S. North Ent. Reconstruction - Shared Use Path (8')	Road Reconstruction (No Additional Through Lanes)	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Waterloo/ 6865F-18/ Monroe	S. Market St Shared Use Path - Bulldog Blvd To IL 3 Shared Use Path (8')	Bikeway - Construction	Minor Arterial	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Webster Groves/ 6840-20/ St. Louis	Big Bend Boulevard Sidewalk, Phase 1 - Oakwood Ave To Dale Ave Sidewalk (6') North Side - Lighting	Pedestrian Facilities - Construction	Minor Arterial	2020	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.127	FY 2020-2023 TIP	Wentzville/ 6933B-19/ St. Charles	West Pearce Boulevard - At Meyer Rd - New Traffic Signal At Cheryl Ann Dr - Remove Stop Signs On W. Pearce	Traffic Operations	Minor Arterial	2025	Yes	

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

Air Quality	Status	Sponsor/ TIP#/ County	Project -- Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2020-2023 TIP	Wildwood / 6880-18/ St. Louis	Manchester Road Shared Use Path - MO 109 To Pond Rd Shared Use Path (10') - Xing At MO 109	Bikeway - Construction	Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2020-2023 TIP	Wood River/ 6777-20/ Madison	6th Street - IL 143 To E Edwardsville Rd Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Wood River/ 6864-21/ Madison	Wood River Avenue, Phase 1 - 75' S/O Eckhard To 420' N/O Edwardsville Rd (City Limits) Resurfacing	Road Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2020-2023 TIP	Wood River/ 6934N-22/ Madison	Wood River Avenue, Phase 2 - Ferguson Ave To 75' S/O Eckhard Ave Resurfacing - Curb Ramps	Road Resurfacing	Major Collector	2025	Yes	

Appendix B
Population and Employment Forecasts

B-1. Background

Population and employment projections are a key input into this air quality analysis. These projections are used to determine future travel demand and travel patterns and the effect these will have on mobile source emissions. The population and employment projections used in this analysis are based upon census data and American Community Survey (ACS) estimates. The projections extend out in ten-year increments to the year 2045, which is the horizon year of the Plan.

B-2. 2016 Base Year

The base year for this analysis is 2016. The baseline for population-incorporated population counts is from the 2016 Census Population Estimates. Employment baselines were created using a blending of sources, including Dun and Bradstreet, the Longitudinal Employer-Household Dynamics (LEHD) data set, American Community Survey, as well as county and regional employment estimates from the U.S. Bureau of Labor Statistics and the U.S. Bureau of Economic Analysis.

B-3. Projection Methodology

Population and employment projections were developed at regional, county, and small-area scales. The regional population projection was based on a cohort-survival model. Forecasts were then compared with local plans and county forecasts prepared by state government agencies, with input from local planners.

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

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

Table B-1 Population Projections by County: 2016 - 2045						
Jurisdiction	**2016**	**2020**	**2025**	**2030**	**2035**	**2045**
Missouri						
City of St. Louis	311,491	310,343	308,919	307,503	306,089	303,291
St. Louis County	998,499	999,015	999,583	999,959	1,000,124	999,846
St. Charles County	390,910	410,307	430,162	443,416	449,231	439,298
Jefferson County	224,226	229,980	235,883	239,812	241,539	238,595
Franklin County	102,836	105,256	107,736	109,394	110,118	108,881
Illinois						
Madison County	265,757	267,546	269,393	270,614	271,157	270,239
St. Clair County	262,763	262,894	263,052	263,144	263,191	263,112
Monroe County	34,064	35,335	36,629	37,502	37,883	37,231
Region	2,590,546	2,620,676	2,651,357	2,671,344	2,679,332	2,660,493
Source: East-West Gateway Council of Governments						

Table B-2 Employment Projections by County: 2016 - 2045						
Jurisdiction	**2016**	**2020**	**2025**	**2030**	**2035**	**2045**
Missouri						
City of St. Louis	282,054	284,549	287,272	289,682	292,036	296,766
St. Louis County	796,514	799,394	802,146	804,897	807,547	812,928
St. Charles County	200,552	204,000	207,215	210,329	213,345	219,441
Jefferson County	71,209	71,722	72,198	72,699	73,205	74,301
Franklin County	56,569	57,107	57,640	58,201	58,766	60,013
Illinois						
Madison County	129,130	129,864	130,642	131,449	132,283	134,122
St. Clair County	128,014	128,578	129,196	129,859	130,573	132,367
Monroe County	12,901	13,080	13,271	13,474	13,699	14,258
Region	1,676,943	1,688,294	1,699,580	1,710,590	1,721,454	1,744,196
Source: East-West Gateway Council of Governments						

Appendix C
Travel Demand Modeling Procedures, Assumptions and Forecasts

C-1. Overview

The current Transportation Improvement Program (TIP) FY 2019-2022 conformity analysis meets the specific latest planning requirements as outlined in 40 CFR §93.110 and further clarified in the joint memorandum issued by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) on January 18, 2001. Section 176(c)(1)(B)(iii) of the Clean Air Act (CAA) states that "....[t]he determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates."

C-2. Latest Planning Assumptions

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

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

C-2.1 Travel Demand Model

The outputs from the East West Gateway (EWG) Travel Demand Model (TDM) are being used in this conformity analysis. The base year for this model is 2013. EWG has developed an accurate base year network, and is continuously making updates to highway and transit networks to accurately represent the future analysis year networks. The analysis years for the ozone pollutant and both states have been discussed in more detail in the main Air Quality Determination document.

C-2.1.1 Introduction

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

East-West Gateway planning area. This documentation is intended to provide an overview of the model and its validation.

As the first step for any travel model development, local travel patterns are surveyed and documented. The 2002 St. Louis Home interview Survey was re-expanded to represent 2013 conditions. This dataset contains a total of 5,094 households and represented a sample of about 0.5 percent of the modeled area. As a part of this study, the weighting and expansion factors for the households, persons and trips were re-calculated based on observed data from the 2010 census, Longitudinal Employer-Household Dynamics (LEHD) data set and American Community Survey (ACS) data. In 2013, EWG conducted an on-board transit passenger survey to observe and document transit travel patterns. This survey included 18,129 responses, and an additional 9,260 trips were gathered from respondents' reverse trips, for a total of 27,389 observed trips, for about 25% of the overall ridership on an average weekday. These local travel patterns and conditions form the basis for model updates and recalibration. Latest planning assumptions and land use information was applied, as well as making use of American Community Survey data.

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

Figure 1: TransEval—Four Step Trip Based Model

Primary inputs for TransEval model include regional land use and demographic data as well as the highway and transit networks. For forecasting purposes, the St. Louis region is disaggregated into 3,500 traffic analysis zones (TAZ) aggregated into either a 35 district or 17 super-district systems. Land use, population, and economic activities in each TAZ are estimated for each forecast year. Highway networks are directionally coded for divided

highways and arterials and include any roadway functionally classified as a collector or higher. Transit networks include bus and light rail systems owned and operated by Metro, St. Clair County Transit District and Madison County Transit District and include park and ride lots as well.

Figure 2: EWG Planning Area

C-2.1.2 Model Summary

Population and Land-Use Forecasts

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

The baseline for 2013 population incorporates population counts from the 2010 Census. Employment baselines were created using a blending of sources, including the Census Transportation Planning Package (CTPP), the LEHD data set, and commercial business lists, as well as county and regional employment estimates from the U.S. Bureau of Labor Statistics and the U.S. Bureau of Economic Analysis. For more details, please refer to Appendix B: "Population and Employment Forecasts".

Traffic Analysis Zones

In TransEval, the eight county St. Louis region is disaggregated into 3,500 traffic analysis zones (TAZ), with land use, population, and economic activities in each TAZ estimated for each forecast year. The size for each TAZ is related to the land use, for areas that have dense land use, either in terms of population or economic activity, the TAZ size is smaller. The TAZs are aggregated into 35 districts for the purpose of summarizing model outputs and conducting reasonableness checks. The model has six area types—rural, suburban, urban, core, business and entertainment, and central business district—that are used for calibration and highway link capacity calculations.

Highway Network

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

The network includes posted speed limits, number of lanes, distance, functional class, and average annual daily traffic (AADT) for 2013. The distances for all centroid connectors for a zone represent the average distance required for a person to travel in or out of a zone. The free-flow speed is equal to the posted speed limit. The model estimates lane capacity using design criteria from the 2000 edition of the Highway Capacity Manual. Capacity estimates are based on functional class, area type, posted speed, and number of lanes.

Transit Network

The St. Louis area transit network currently comprises three modes: local buses, express buses, and MetroLink light rail. TransEval includes a detailed network of the transit facilities including all local and express bus routes, MetroLink rail lines, walk access and egress routes are also generated. Bus routes follow the highway links and their speeds are a function of highway link speed adjusted for dwell time at stops. MetroLink rail speed is schedule based, the base year model has 2013 schedules coded in. Besides walk to transit, kiss and ride (KNR), drive to transit or travel to Park and Ride Lots are also modeled.

The network has two transit networks; for morning peak travel (6 to 9 a.m.) and for off-peak travel (9 a.m. to 2 p.m.). Transit fares are also used in mode selection. For the base year the corresponding 2013 fares are used.

Trip Generation

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

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

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

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

Figure 3: Trip Generation Sub-models Flow Chart

Trip Distribution

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

The destination choice model estimates the probability of selecting a particular attraction zone for a given zone of production, as defined by the regional network and zone system. The

model is a "destination choice" type because it is based on behavioral data describing individual choice behavior and uses a logit-based formulation to estimate the probability of a traveler selecting a particular attraction zone. The home-based work trip purposes are now doubly-constrained to both productions and attractions.

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

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

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

Mode Choice

Using the 2013 transit survey data, the mode choice model was updated to better reflect the current transit usage. Important updates to the mode choice model includes the addition of a station-choice/station capacity restraint model which presents choice probabilities for four alternative drive-access paths for light rail transit (LRT), Express and bus rapid transit/commuter rail (for future options) (BRT/CR) modes, in addition to KNR path. The mode choice model uses a nested logit structure comprising 13 mode alternatives and a future-mode alternative, as well as a joint mode choice/destination choice algorithm. Productions are distributed simultaneously to zones and are split into modes. Mode choice variables include:

- Trip purpose
- Income

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

The mode choice nesting structure is shown in Figure 4.

Figure 4: Mode Choice Nested Logit Structure
Where:
2-Pers = 2 Persons in car
3+ Pers = 3 or more Persons in Car

Feedback Loop

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

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

Figure 5: TravsEval Feedback Loop

Time of Day

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

The time periods estimated by the model include:

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

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

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

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

Assignment

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

The highway assignment uses a multi-class assignment approach, with the following vehicle classes:

- 1. SOV non-toll auto

- 2. HOV non-toll/non-HOV facility auto
- 3. Truck
- 4. SOV toll auto
- 5. HOV toll or HOV facility use auto

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

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

Calibration and Validation

A travel demand model needs to be reflective of the recent changes in trip making behavior, economy and other societal shifts. The calibration and validation process is an on-going, systematic analysis of each model step as that step was being developed. This is important since errors in initial steps will be propagated to subsequent model steps due to the sequential nature of the modeling process. Therefore, available observed data has been used to compare trip generation, distribution and mode choice results, in addition to comparing assigned highway volumes against observed counts.

The calibration and validation of the TransEval model involves the comparison of base year 2013 model results with observed data from home interview and transit on-board surveys and traffic counts. The goal is to match, with reasonable accuracy, the model-estimated results with those observed from survey data while maintaining a logical and defensible model design. Ultimately, an additional comparison is made with observed traffic counts and transit boardings. This is achieved through systematic and justifiable adjustments to model parameters, including trip rates, distribution impedance parameters, mode choice coefficients and volume-delay functions.

An important aspect of calibration and validation is the development and use of observed target values. Observed traffic counts, transit ridership and screen line comparisons were used in the validation process.

The conformity regulation 40 CFR §§ 93.122 (b) (3) states that Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT for the classes of roadways included in HPMS. The regulation

also allows the use of locally developed count-based programs. EWG COG used both these sources as a part of calibration and validation.

> *For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period.*
>
> *Excerpt from 40 CFR §§ 93.122 (b) (3)*

Based on the 2010 Census, the urban area boundary for the EWG planning area was redefined. Starting 2015, the state count programs report the HPMS urban and rural VMT based on this updated urban area boundary. Since 2015 is the first year when such data were provided, this year is being used for developing the factors for reconciling the travel model estimates of VMT to the HPMS estimates. The adjustment factors are developed by county and by functional class. These are then applied consistently for all future analysis years and scenarios.

C-3.2 Land Use, Population and Employment Assumptions

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

C-3.3 Transit Service Policy, Toll Changes

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

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

Figure 6: Metro Transit Ridership

Madison County Transit (MCT) also provides bus service within the county, park and ride options and also express bus links to downtown St. Louis. The annual ridership on the MCT system is shown in Figure 7.

Figure 7: Madison County Transit Ridership

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

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

Some of the projects outlined in the Transit Plan are identified as illustrative projects in East-West Gateway's Long Range Plan. However, the Light Rail line planned along the North Side- South Side corridor is included in the fiscally constrained Tier I project. This new rail extension will be supported by new feeder MetroBus lines that will increase access and

ridership for the rail line. Improvements were made for the North Side- South Side Rail Line starting horizon year of 2030.

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

C-3.4 Travel and Congestion Estimates

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

Projects are categorized by anticipated year of completion, and built into a network representing each of the analysis years. For the current Connected2045: Long Range Transportation Plan for the St. Louis Region (Connected2045) analysis, through Inter Agency Consultation Group (IACG) consultation it has been agreed to use the following years for regional emission analysis: 2020, 2025, 2030, 2035 and 2045. Appendix A identifies projects that are included in the network development. Each analysis year network forms the basis for the next future year network, ensuring that all projects in the prior years are captured as the starting point or base network for that year. This way the changes in the highway and transit network keep rolling forward in a compounding manner.

EPA's Office of Transportation and Air Quality (OTAQ) has developed the **MO**tor **V**ehicle **E**mission **S**imulator (MOVES). This emission modeling system estimates emissions for mobile sources covering a broad range of pollutants and allows multiple scale analysis. For this emission analysis, the latest version, MOVES2014a, was used. MOVES2014a currently estimates emissions from thirteen vehicles types including cars, trucks & motorcycles. Through interagency consultation the emissions modeling methodology has also been updated to reflect the current conditions and parameters used in running the updated EPA MOVES2014a model. EWG has worked closely with EPA regional office and the both Missouri and Illinois State air agencies to ensure consistency between the inputs and assumptions for the emission analysis and SIP development efforts.

C-3.5 Interagency Consultation

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

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

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

C-4. Estimates of Vehicle Miles of Travel

The assignment of vehicle trips to the roadway network can be summarized in terms of vehicle miles of travel (VMT), to present the general effect of changes in the roadway network in relation to the population and employment growth for each horizon year and an alternative network scenario. The base year 2013 roadway network represents, as best as possible, all the roads functionally classified as collectors or higher. The centroid connectors reflect an accurate estimate of time and distance for each intrazonal trip and provide a reasonable reflection of intrazonal activity, or local road travel, for emission estimation purposes.

Future year highway and transit networks for 2020, 2025, 2030, 2035, and 2045 networks were built by adding the regionally significant projects, SIP, TIP and LRP projects to the base network, as well as any locally funded project that the IACG deemed as significant or staff considered as impacting the VMT or travel patterns. Appendix A lists these projects in Table A-1 by analysis year, which were added to the corresponding year highway and/or transit network.

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

EWG uses the approach described under the conformity rule §93.122 (b)(3). This has been discussed in detail under the **Calibration and Validation** section. Table C-3 presents aggregate adjustment factors for the St. Louis Region based on 2015 HPMS daily data.

Table C-3
Year 2015 Vehicle-Miles of Travel (Daily) Adjustments

	Region	Missouri	Illinois
2015 HPMS VMT	67,160,400	50,572,800	16,587,600
2015 Modeled VMT	66,997,400	52,369,900	14,627,500
HPMS Adj Factor	1.002	0.966	1.134

Table C-4 presents annual VMT estimates for the eight county St. Louis Region obtained by multiplying the average summer weekday VMT by 365.

Table C-4
Projected Annual Vehicle Miles of Travel

Analysis Year	Missouri	Illinois	Region
	Regional Adjusted Annual VMT (Based on Summer Weekday VMT)		
2020	22,168,925,800	5,988,036,700	28,156,962,500
2025	22,100,038,600	5,888,613,600	28,156,962,500
2030	22,572,892,100	6,028,665,900	28,686,340,600
2035	22,962,968,000	6,171,191,500	29,142,072,000
2045	23,565,554,900	6,452,847,400	29,803,901,600

Appendix C
Travel Demand Modeling Procedures, Assumptions and Forecasts

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1 MOtor Vehicle Emissions Simulation (MOVES) model Emissions methodology

The U.S. Environmental Protection Agency's (EPA) Office of Transportation and Air Quality (OTAQ) developed the computer program MOtor Vehicle Emission Simulator (MOVES). This emission modeling system projects emissions for mobile sources covering a broad range of pollutants and allows multiple scale analysis. MOVES estimates running, project exhaust, and evaporative emissions as well as brake and tire wear emissions from all types of on-road vehicles.

Since 2012, East-West Gateway (EWGCOG) uses the EPA approved air quality model MOVES in regional emissions analysis for transportation conformity determinations.

For the current ozone emissions analyses, EWGCOG uses the EPA moves model MOVES version 14a released in November 2016.

Figure 1: MOVES official version used

1.1 Data requirements

Data sources derive from consultation with regional EPA offices, Illinois state Environmental Protection Agency (Illinois EPA), Missouri Department of Natural Resources (MoDNR), local agencies, and the State Implementation Plan (SIP) development agencies. The Inter Agency Consultation Group (IACG) is the platform for this consultation process.

1.1.2 Interfacing with Travel Demand Model (TDM)

MOVES software is based on a different platform and structured differently than the TDM. The traditional source type (refers to vehicle type), road type stratification typically used in the TDM may not provide enough information needed by MOVES. This poses the need for new equivalence files, and pre-MOVES and post-MOVES processing.

2 Applying MOVES in Regional Emission Analysis

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

2.1 Option 1: Inventory Mode

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

2.2 Option 2: Emission Rates Mode

When run in the emission rates mode, MOVES produces stratified mobile source emission rate projections for each pollutant type and process. These emission rates are then applied to the projections of vehicle miles of travel generated by the regional TDM, using the same stratification. EWGCOG uses this approach in the current regional emission analysis for the St. Louis planning region ozone analysis, based on consultation with EPA and various Metropolitan Planning Organizations (MPOs) regarding the use of MOVES.

3 Moves Run Specification Parameters

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

The RunSpec file can be edited and executed directly or with the MOVES Graphical User Interface (GUI). The navigation panel in the GUI is simple and easy to use. The run spec files hold the

parameters listed above, that define the run details for the various analysis years. Listed in Table 1, are the parameters specified in the RunSpec files for various analysis years used in this analysis:

Table1: Run Spec File Parameters

Parameter	Settings
Moves Version	MOVES2014a, Default database movesdb20151028
Scale	County
Calculation Type	Emission Rates
Time Span	Time aggregation = Hour Month of July for ozone All hours of day selected Weekdays
Geographic Bounds	Zone and Link
On Road Vehicle Equipment	All Source Types and Fuel Combinations
Road Type	All road types, including off-road
Pollutant and Processes	For Ozone: NO_x, VOC, Total Gaseous Hydrocarbons, Non-Methane Hydrocarbons
General Output	Output database created Units; Mass units grams Energy units Joules Distance units miles Activity, distance traveled and source type population
Output Emissions Detail	Hour, pollutant, emission process, on and off road, source type, road type

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

3.1 MOVES Navigator

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

3.1.1 Scale

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

3.1.2 Geographic Bounds

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

3.1.3 Vehicle Equipment

All Source Types and Gasoline, Diesel, Ethanol (E-85), and Electricity combinations were selected.

3.1.4 Pollutant and Processes

It is shown above that NO_x, VOC, Total Gaseous Hydrocarbons, Non-Methane Hydrocarbons were selected here for ozone.

3.1.5 Output

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

4 County Data Manager

The County Data Manager (CDM) is used to simplify importing specific local data for the county or a user-defined custom domain without requiring direct interaction with the underlying MySQL database. Table 2 lists input files for the CDM, and their development.

Table 2: MOVES input files

File Name	Source
IM Coverage	Illinois EPA/MoDNR

File Name	Source
AVFT	MOVES defaults adjusted for no CNG transit buses
Fuel Supply	Illinois MOVES defaults/MoDNR
Fuel Formulation	Illinois MOVES defaults/MoDNR
Meteorological Data	Illinois EPA/MoDNR
Avg Speed Distribution	Illinois EPA/MoDNR
Road Type Distribution	Illinois EPA/MoDNR
Ramp Fraction	TDM
HPMSvTypeYear	EPA Calculators and theTDM
Hour VMT Fraction	MOVES defaults
Month VMT Fraction	MOVES defaults
Day VMT Fraction	MOVES defaults
Source Type Age Distribution	Illinois EPA/MoDNR
Source Type Population	Technical Guidance MOVES14a, Procedure Section 4.3

Consensus on the above files, occurred through discussion with the Inter Agency Consultation Group (IACG), the regional EPA offices and the MOVES technical guidance group.

The regional TDM generates vehicle miles traveled (VMT) for conformity determination purposes. EWGCOG receives VMT data for Baldwin Township from Illinois EPA, ensuring that the same VMT assumptions used in conformity were used in SIP development.

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

4.1 I/M Coverage

The I/M Importer allows the user to import data relating to inspection and maintenance programs. Illinois EPA provides input data, which is the I/M program in effect going forward. MoDNR provides input data on the Missouri I/M program.

4.2 Fuel Supply, Fuel Formulation, and AVFT

Together use of Fuel Formulation, Fuel Supply, and alternative vehicle and fuels technology (AVFT) importers input appropriate fuel data in the correct MOVES format. Illinois EPA and MoDNR

provided the necessary files with the exception of a modified MOVES default AVFT for conformity analysis.

4.3 Meteorological Data

In the Meteorological Data Importer, this dataset has data items such as month ID, Zone ID, hour ID, Temperature and Relative Humidity. Illinois EPA provides the 25-year average of meteorological data collected at Lambert International Airport for use in this conformity determination. For Missouri, the MoDNR provided these data. These are suitable for use in the various analysis years by IACG, Illinois EPA, and MoDNR.

4.4 Average Speed Distribution

The CDM allows the user to input average speed data specific to road type, source type, time of day, and type of day combination. The MOVES model defines 16 speed bins which describe the average driving speed on each road type. Thus, for each combination of vehicle type, road type, and hour/day type, there is a corresponding fraction for each speed bin, these fractions together equal one. EPA Illinois EPA and MoDNR provide these data in the format required by MOVES.

4.5 Road Type Distribution

The fraction of VMT by road type varies from area to area and can have a significant effect on overall emissions from on-road mobile sources. The VMT fractions by road type used in inventory modeling for SIPs and regional conformity analyses should be consistent with the most recent information used for transportation planning. For each source type, the Road Type Distribution table stores the distribution of VMT by road type (e.g., the fraction of passenger car VMT on each of the road types). Illinois EPA and MoDNR provided these data, after adjusting for available local data. The VMT used here as input was the output from the regional TDM. In the emission rates mode, these data only relatatively impact non-running emission rate processes.

4.6 Ramp Fraction

Use of the Ramp Fraction tab is optional; if the user does not import local data the default value is 8 percent. For all analysis years, the TDM outputs were used to generate these data.

4.7 Vehicle Type VMT

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

MOVES requires VMT by source type, month, day, and hour VMT fractions. The TDM gives output as the average annual daily traffic. In order to develop the detailed fractions required by MOVES, EWGCOG uses EPA created converters. These convertors allow users to input average annual daily VMT from the TDM along with other local information such as monthly and weekend day adjustment factors. The output of these converters is the equivalent MOVES tables of VMT by HPMS class, VMT fractions by month, by day and by hour. MoDNR and Illinois EPA used local information, where available, to improve the outputs such that they better reflect local conditions. EWGCOG use these convertors in this analysis to get the MOVES files in the right format.

4.8 Source Type Age Distribution

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

4.9 Source Type Population

MOVES uses source type population to calculate start and evaporative emissions. The Source Type Population Importer allows the user to input the number of vehicles in the geographic, for each vehicle type or source type selected for modeling in the Run Spec file. MOVES categorizes vehicles into 13 source types, which are subsets of five HPMS vehicle types. Detailed vehicle information was not available at the local level. Therefore, EWGCOG used the procedure described in MOVES (version 14a) Technical Guidance, Section 4.3. This involves basing population projections on the VMT projections for a particular source type and the ratio of MOVES default population to VMT by source type. Running MOVES at the national scale generates default populations and VMT for the city of St. Louis and the seven counties in consideration. Local VMT multiplied by the ratio of default population to default VMT, calculates a projection of local population based on local VMT. This was repeated for each analysis year, since projections differ for each year.

5 Emission Rates Output

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

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

1. **rateperdistance:** When “Emission Rates” is selected on the Scale panel, the RatePerDistance table stores emissions as rates per distance (e.g. grams per mile) with the units depending on those selected in the run specification. This table includes rates for exhaust and evaporative emissions

that occur while vehicles are on “real roads”, but does not include rates for starts, extended idle, or evaporative emissions (with the exception of refueling) that occur while a vehicle is parked.

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

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

6 Travel Demand Model Output

The output from running MOVES in emission rates mode is a set of emission rates, as mentioned in the section above. The stratification of running emission rates include; source type, road type, pollutant and process, speed bin, month, type of day (week vs weekend) and hour. In order to calculate the total running emissions, the emission rate per mile has to be multiplied by the total VMT for that strata and summed. For the starts, extended idle and evaporative emissions, the rate is per vehicle. So the rate per profile and rate per vehicle tables have to be multiplied by the appropriate source type population and summed to get the total non-running emissions. Combining the running and non-running emissions will give the total emissions. This is shown in Figure 2, in a simplified schematic.

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

Figure 2: Emission Calculation using MOVES in Emission Rate Mode

7 Calculation of Total Emission Amounts— MOVES Post Processor

The execution of the MOVES2014a software (MOVES) in emission rates mode requires more time and computational resources than execution in inventory mode. The advantage of the emission rates mode is that minor changes in the network do not require another execution of MOVES. Frequently, an MPO's work involves such minor network changes, which then change the overall vehicle miles of travel (VMT).

To calculate the total emission amounts that must be reported for air quality conformity purposes, EWG staff developed a post-processing program, MOVES Post Processor (MPP), using the programming language Python. Python is an open source, cross platform, object-oriented language.

This section briefly discusses the MPP and how it uses the VMT from the TDM along with MOVES input and output databases to calculate the total emission amounts.

7.1 MOVES Post Processor Development

The following criteria strictly guided the development of the MPP:

1. Conformance with EPA and Federal guidelines
2. Consistency in calculation methodology
3. Ease and flexibility in data entry
4. Pollutant versatility
5. Various levels of aggregation
6. User defined output

Figure 3: MOVES Post Processor GUI

The MPP automates many of the calculations for the total emission amounts, which significantly reduces the time required of the user and the potential for error. The MPP opens a graphical user interface (GUI), as shown in Figure 3, using which user specifies the names of the input and output databases generated by MOVES run and the pollutant(s) of interest. The MPP then performs a series of queries on various tables from both databases to obtain the total amounts of running, profile, and vehicle emissions for each of the selected pollutants. These total emission amounts, at various levels of aggregation, are inserted into newly created tables in the output database.

Extensive quality assurance (QA) and quality control (QC) procedures are embedded in the MPP. Additionally, extensive testing was performed to validate the output of the MPP by executing it with MOVES databases currently in use for Regional Emissions Analysis and comparing the output with that obtained by the previous method, where Microsoft Access was used to manually apply the queries to the tables in the databases.

7.2 Travel Demand Model Vehicle Miles of Travel

Using EPA calculators, the average weekday VMT from the TDM is formatted to fit the MOVES input requirements. Starting with the average week day VMT, the EPA calculator computes annual VMT for each of the 5 HPMS vehicle types as follows:

$$Annual\ VMT =$$

$$\sum_{i=1}^{12}\left[(AWDVMT)(MAF_i)(NUMDAYS_i)\left(\frac{5}{7}\right)+(AWDVMT)(MAF_i)(NUMDAYS_i)(\frac{2}{7})(WEAF)\right]$$

Where

$AWDVMT =$ Average week day VMT
$MAF_i =$ Adjustment factor for month i
$NUMDAYS_i =$ Number of days in month i
$WEAF =$Adjustment factor for weekend days

The MPP establishes a connection with the local MySQL Server and then transmits various SQL queries to MySQL, which MySQL then performs on the input and output databases. These queries first format and stratify the TDM VMT according to the same categories as the emission rates tables.

The original VMT (either an annual or a daily value) is stratified according to HPMS vehicle type. These original VMT values are converted to average weekday VMT values for the appropriate month(s) and are then multiplied by corresponding factors from various tables in the databases to stratify the VMT according to 13 source types, 4 road types, 16 average speed bins, and the 24 hours of the day. With the VMT now stratified according to the same categories as the emission rates tables, the queries now execute the multiplication of the values of VMT with the corresponding values of the emission rates table to obtain emission amounts, which are then summed to yield total emission amounts by pollutant.

7.3 Data of Interest

For ozone, daily emission amounts are calculated for a typical weekday in July.

7.4 MOVES Emission Rates Tables

For the Regional Emissions Analysis, the pollutant of interest is ozone, which includes oxides of nitrogen (NOX) and volatile organic compounds (VOC). Execution of MOVES in emission rates mode yields three tables that contain running and non-running emission rates.

Running Emissions—Rate Per Distance

The table 'rateperdistance' stores an emission rate in grams per VMT for each combination of pollutant, process, source type, road type, month, day type, hour of the day, and average speed bin.

For each combination of pollutant and process, the values in the tables 'HPMSFrac', 'roadTypeDistribution', 'monthVMTFraction' (only for ozone), 'weekendAdjustment' (only for custom selections), 'hourVMTFraction', and 'avgSpeedDistribution' are used to distribute the total VMT for each HPMS vehicle type among all of the combinations of values in these categories.

The values of VMT are then multiplied by the corresponding emission rates per mile to yield the emission amounts, which are then summed for each pollutant.

Non-Running Emissions—Rate Per Profile
The table 'rateperprofile' stores emission rates in grams per vehicle for each combination of pollutant, process, source type, day type, and hour of the day.

Non-Running Emissions—Rate Per Vehicle
The table 'ratepervehicle' stores an emissions rate in grams per vehicle for each combination of pollutant, process, source type, month, day type, and hour of the day.

For the calculation of both profile and vehicle emission amounts, the source type populations (i.e. numbers of vehicles) in the table 'sourcetypeyear' are multiplied by the corresponding emission rates per vehicle to yield the emission amounts, which are then summed for each pollutant.

8 Total Emissions—Running and Non-Running

By adding all the running and non-running emission summaries, we get the total emissions from transportation related sources for both Illinois and Missouri portions of the planning area.

9 Geography for Different Emission Standards

As discussed in section 4.2 of Overview of the Air Quality Transportation Conformity Process, two air quality standards needed to be met, each having different geography. Figures 4 and 5 highlight these geographies for the following standards:

- 2008 Ozone Standard
- 2015 Ozone Standard

Figure 4: 2008 Ozone Standard Maintenance Area

Figure 5: 2015 Ozone Standard Non-Attainment Area

10 Detailed Emission Tables

For all of the analysis years, the emissions calculated for the regional emissions analysis using the EPA approved MOVES model (version 14a) fall below the budgets or appropriate test, in line with the EPA guidance and discussions.

Shown below, Tables 3-6 compare modeled emissions to EPA approved budgets followed by Figures 6– 9 that chart total emissions for the various standards and relevant analysis years.

*For both Missouri and Illinois, units for ozone emission tables below are US tons per **day**.*

Table 3: Missouri Ozone (2008 Eight-Hour Standard)

Missouri – Regional Emissions Analysis: Ozone Conformity Tests Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard (US tons per day)				
	Volatile Organic Compounds		Oxides of Nitrogen	
Analysis Year	Emissions	2015 Budget	Emissions	2015 Budget
2025	11.5892	32.70	18.2569	76.70
Analysis Year	Emissions	2030 Budget*	Emissions	2030 Budget*
2030	8.9517	22.00	13.1032	40.00
2035	7.8093	22.00	10.9728	40.00
2045	6.8704	22.00	9.9160	40.00

* EPA stated in a May 15, 2018 letter to MoDNR that the 2030 budgets from the Technical Correction to the Redesignation Request and Maintenance Plan for the St. Louis (Missouri) 2008 Nonattainment Area (February 2018) were adequate for use in the Conformity Determination process.

Table 4: Illinois Ozone (2008 Eight-Hour Standard)

ILLINOIS – Regional Emissions Analysis: Ozone Conformity Tests Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard (US tons per day)				
	Volatile Organic Compounds		Oxides of Nitrogen	
Analysis Year	Emissions	2025 Budget	Emissions	2025 Budget
2025	5.5794	5.68	8.0431	15.22
Analysis Year	Emissions	2030 Budget	Emissions	2030 Budget
2030	4.2105	9.05	5.7720	16.68
2035	3.4905	9.05	4.7431	16.68
2045	3.0741	9.05	4.4451	16.68

Table 5: Missouri Ozone (2015 Standard)

Missouri – Regional Emissions Analysis: Ozone Conformity Tests Based on Conformity Requirements for 2015 Eight-Hour Ozone Standard 3 County and 1 Township Non-Attainment Area (US tons per day)				
	Volatile Organic Compounds		Oxides of Nitrogen	
Analysis Year	Action	2015 Budget	Action	2015 Budget
2020	13.1670	32.70	24.7708	76.70
2025	9.8607	32.70	15.4013	76.70
		2030 Budget		2030 Budget
2030	7.6007	22.00	11.0056	40.00
2035	6.6174	22.00	9.1780	40.00
2045	5.8004	22.00	8.2407	40.00

Table 6: Illinois Ozone (2015 Standard)

ILLINOIS – Regional Emissions Analysis: Ozone Conformity Tests Based on Conformity Requirements for 2015 Eight-Hour Ozone Standard 2 County Non-Attainment Area (US tons per day)				
	Volatile Organic Compounds		Oxides of Nitrogen	
Analysis Year	Action	2008 Budget	Action	2008 Budget
2020	7.0606	17.27	12.0825	52.57
2025	5.2550	5.68	7.6023	15.22
		2030 Budget		2030 Budget
2030	3.9654	9.05	5.4596	16.68
2035	3.3851	9.05	4.6171	16.68
2045	2.8955	9.05	4.2111	16.68

Illinois: Ozone

Figure 6: Total VOC and NOx in U.S. Tons per day by analysis year, 2008 Standard

Table 7: Illinois Ozone for 2008 Standard (US tons per day)

	NOX	*VOC*
Year 2025		
Emissions Running:	5.6369	2.5423
Emissions Profile:	0.0000	0.5760
Emissions Vehicle:	2.4062	2.4611
Total Emissions	**8.0431**	**5.5794**
Year 2030		
Emissions Running:	3.6879	1.9834
Emissions Profile:	0.0000	0.4525
Emissions Vehicle:	2.0841	1.7746
Total Emissions	**5.7720**	**4.2105**

Year 2035		
Emissions Running:	2.8930	1.7292
Emissions Profile:	0.0000	0.3726
Emissions Vehicle:	1.8502	1.3887
Total Emissions	**4.7431**	**3.4905**
Year 2045		
Emissions Running:	2.6339	1.6194
Emissions Profile:	0.0000	0.3039
Emissions Vehicle:	1.8112	1.1508
Total Emissions	**4.4451**	**3.0741**

Figure 7: Total VOC and NOx in U.S. Tons per day by analysis year, 2015 Standard

Table 8: Illinois Ozone for 2015 Standard (US tons per day)

	NOX	VOC
Year 2025		
Emissions Running:	5.3262	2.3950
Emissions Profile:	0.0000	0.5421
Emissions Vehicle:	2.2761	2.3180
Total Emissions	**7.6023**	**5.2550**
Year 2030		
Emissions Running:	3.4863	1.8681
Emissions Profile:	0.0000	0.4257
Emissions Vehicle:	1.9734	1.6715
Total Emissions	**5.4596**	**3.9654**
Year 2035		
Emissions Running:	2.8147	1.6770
Emissions Profile:	0.0000	0.3611
Emissions Vehicle:	1.8024	1.3471
Total Emissions	**4.6171**	**3.3851**
Year 2045		
Emissions Running:	2.4936	1.5252
Emissions Profile:	0.0000	0.2858
Emissions Vehicle:	1.7175	1.0845
Total Emissions	**4.2111**	**2.8955**

Missouri: Ozone

Figure 8: Total VOC and NO_x in U.S. Tons per day by analysis year, 2008 Standard

Table 9: Missouri Ozone for 2008 Standard (US tons per day)

	NOX	VOC
Year 2025		
Emissions Running:	15.7310	5.1545
Emissions Profile:	0.0000	1.4434
Emissions Vehicle:	2.5259	4.9914
Total Emissions	**18.2569**	**11.5892**
Year 2030		
Emissions Running:	11.3655	4.2086
Emissions Profile:	0.0000	1.1385
Emissions Vehicle:	1.7378	3.6046

Total Emissions	**13.1032**	**8.9517**
Year 2035		
Emissions Running:	9.5739	3.8099
Emissions Profile:	0.0000	1.0832
Emissions Vehicle:	1.3989	2.9162
Total Emissions	**10.9728**	**7.8093**
Year 2045		
Emissions Running:	8.6916	3.4964
Emissions Profile:	0.0000	0.9788
Emissions Vehicle:	1.2244	2.3952
Total Emissions	**9.9160**	**6.8704**

Figure 9: Total VOC and NO_x in U.S. Tons per day by analysis year, 2015 Standard

Table 10: Missouri Ozone for 2015 Standard (US tons per day)

	NOX	VOC
Year 2025		
Emissions Running:	13.2554	4.3782
Emissions Profile:	0.0000	1.2300
Emissions Vehicle:	2.1459	4.2526
Total Emissions	**15.4013**	**9.8607**
Year 2030		
Emissions Running:	9.5343	3.5673
Emissions Profile:	0.0000	0.9683
Emissions Vehicle:	1.4713	3.0650
Total Emissions	**11.0056**	**7.6007**
Year 2035		
Emissions Running:	7.9973	3.2226
Emissions Profile:	0.0000	0.9197
Emissions Vehicle:	1.1807	2.4750
Total Emissions	**9.1780**	**6.6174**
Year 2045		
Emissions Running:	7.2122	2.9460
Emissions Profile:	0.0000	0.8284
Emissions Vehicle:	1.0285	2.0259
Total Emissions	**8.2407**	**5.8004**

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Appendix E
2008 and 2015 Eight-Hour Ozone Standards
Air Quality Conformity Determination

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

The regional emissions analysis provisions found in 40 CFR 93.109 (e)(2)(iii) of the Conformity Rule are to be followed. The Missouri Department of Natural Resources (MoDNR) developed a 2008 eight-hour ozone Early Progress Plan containing 2015 motor vehicle emissions budgets. These budgets were established with the MOVES2010 model. In an October 28, 2013 letter to Missouri, the U.S. Environmental Protection Agency (EPA) found these budgets adequate for Conformity Determination purposes. In the January 14, 2016 Federal Register, EPA issued a final rule approving Missouri's Early Progress Plan (effective March 14, 2016). In February 2018 MoDNR submitted a Technical Correction to the Re-designation Request and Maintenance Plan for the St. Louis (Missouri) 2008 Ozone Standard (MO Maintenance Plan). The MO Maintenance Plan contained 2030 eight-hour ozone motor vehicle emissions budgets which were developed with MOVES2014. In a letter to MoDNR dated May 15, 2018, EPA found these budgets adequate for Conformity purposes. In the June 8, 2018 Federal Register, EPA issued a notice of adequacy for the 2030 budgets for Conformity purposes (effective June 22, 2018). In the September 20, 2018 Federal Register, EPA issued a final rule approving the request by MoDNR and re-designated Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis as being in attainment of the 2008 ozone standard. EPA also approved Missouri's Maintenance Plan and the 2030 VOC and NO_x motor vehicle emission budgets.

The Illinois Environmental Protection Agency (Illinois EPA) prepared the Maintenance Plan for the Metro-East St. Louis Ozone Nonattainment Area for the 1997 8-Hour Ozone National Ambient Air Quality Standard (IL 8-Hour Ozone Maintenance Plan for the 1997 standard). This Plan contained 2008 and 2025 eight-hour ozone motor vehicle emissions budgets (developed with MOVES2010) and was for Madison, Monroe, St. Clair and Jersey Counties. EPA found these budgets to be adequate for use in Conformity Determination in December 2011 and approved the Maintenance Plan on June 12, 2012. The Illinois portion of the 2008 ozone non-attainment area includes Madison, Monroe and St. Clair Counties. The Conformity Determination for Illinois is also made in relation to the 2030 motor vehicle emission budgets from the Maintenance Plan for the Metro East Area for the 2008 Ozone Standard (IL 8-Hour Maintenance Plan for 2008 standard). These budgets were developed using MOVES2014a and were found adequate by EPA (September 26, 2017 letter). In the December 11, 2017 Federal Register, EPA issued a final rule finding these budgets adequate with an effective date of December 26, 2017. In the March 1, 2018 Federal Register, EPA issued a final rule, effective that date, re-designating Madison, Monroe and St. Clair Counties as in attainment of the 2008 ozone standard, approving the IL 8-Hour Maintenance Plan for 2008 standard and finding the 2030 motor vehicle emission budgets adequate.

E-2. 2008 Eight-Hour Ozone Standard

For the Missouri maintenance area (Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis), it is necessary to demonstrate that anticipated emission levels of VOC and NO_x resulting from implementation of the FY 2020-2023 Transportation Improvement Program and related Amendments to Update to *Connected 2045:* Long Range Transportation Plan for the St. Louis Region *(*FY 2020-2023 TIP*)* for the 2025 analysis year will be less than the 2015 VOC and NO_x motor vehicle emissions budgets, as set out in Missouri's 2008 eight-hour ozone Early Progress Plan (see Table E-1). For the analysis years 2030, 2035 and 2045 (horizon year for the Transportation Plan), it is necessary to demonstrate that anticipated emission levels of VOC and NO_x which are expected to result from implementation of the FY 2020-2023 TIP will be less than the 2030 VOC and NO_x motor vehicle emissions budgets, as set out in the MO Maintenance Plan (see Table E-1).

Table E-1
Missouri Motor Vehicle Emissions Budgets
(US tons per day)

Pollutant	2015 Budget MO Early Progress Plan	2030 Budget MO Maintenance Plan
Volatile Organic Compounds (VOC)	32.70	22.00
Oxides of Nitrogen (NO x)	76.70	40.00

For the Illinois maintenance area (Madison, Monroe and St Clair Counties), for the analysis year 2025, it is necessary to demonstrate that anticipated emission levels of VOC and NO_x resulting from implementation of the FY 2020-2023 TIP for the 2025 analysis year will be less than the 2025 VOC and NO_x motor vehicle emissions budgets, as set out in the eight-hour ozone IL 8-Hour Ozone Maintenance Plan for the 1997 standard (see Table E-2). For the analysis years 2030, 2035 and 2045, it is necessary to demonstrate that anticipated emission levels of VOC and NO_x which are expected to result from implementation of the FY 2020-2023 TIP will be less than the 2030 VOC and NO_x motor vehicle emissions budgets, as set out in the IL 8-Hour Ozone Maintenance Plan for the 2008 standard (see Table E-2).

Table E-2 **Illinois Motor Vehicle Emissions Budgets** **(US tons per day)**			
Pollutant	2008 Budget Illinois 8-Hour Ozone Maintenance Plan for the 1997 Standard	2025 Budget Illinois 8-Hour Ozone Maintenance Plan for the 1997 Standard	2030 Budget Illinois 8-Hour Ozone Maintenance Plan for 2008 Standard
Volatile Organic Compounds (VOC)	17.27	5.67	9.05
Oxides of Nitrogen (NO x)	52.57	15.22	16.68

E-3. 2015 Eight-Hour Ozone Standard

For the Missouri non-attainment area (St. Charles and St. Louis Counties, the City of St. Louis and Boles Township in Franklin County), it is necessary to demonstrate that for the analysis years of 2020 and 2025, anticipated emission levels of VOC and NO_x resulting from implementation of FY 2020-2023 TIP will be less than the 2015 VOC and NO_x motor vehicle emissions budgets, as set out in Missouri's 2008 eight-hour ozone Early Progress Plan (see Table E-1). For the analysis years 2030, 2035 and 2045, it is necessary to demonstrate that anticipated emission levels of VOC and NO_x which are expected to result from implementation of FY 2020-2023 TIP will be less than the 2030 VOC and NO_x motor vehicle emissions budgets, as set out in the MO Maintenance Plan (see Table E-1).

For the Illinois non-attainment counties of Madison and St. Clair, it is necessary to demonstrate that for the 2020 analysis year the anticipated emission levels of VOC and NO_x resulting from implementation of the FY 2020-2023 TIP will be less than the 2008 VOC and NO_x motor vehicle emissions budgets, as set out in the eight-hour ozone IL 8-Hour Ozone Maintenance Plan for the 1997 standard (see Table E-2). For the analysis year 2025, it is necessary to demonstrate that anticipated emission levels of VOC and NO_x resulting from implementation of the FY 2020-2023 TIP will be less than the 2025 VOC and NO_x motor vehicle emissions budgets for Illinois, as set out in the eight-hour ozone IL 8-Hour Ozone Maintenance Plan for the 1997 standard (see Table E-2). For the remaining analysis years of 2030, 2035 and 2045, it is necessary to show that anticipated emission levels of VOC and NO_x resulting from implementation of the FY 2020-2023 TIP will be less than the 2030 VOC and NO_x motor vehicle emissions budgets as set out in the IL 8-Hour Ozone Maintenance Plan for the 2008 standard (see Table E-2).

At this time, neither Missouri nor Illinois have motor vehicle emissions budgets for the 2015 eight-hour ozone standard which have been approved or found adequate for conformity

purposes by EPA. Approved or adequate motor vehicle emissions budgets from an applicable SIP or SIP submission for another (previous) ozone standard can be used in the regional emissions analysis. Since both the Missouri and Illinois non-attainment areas for the 2015 eight-hour ozone standard have a smaller geographic area than what was established for the 2008 eight-hour ozone standard, EPA's Transportation Conformity Regulation sets out the option to use in the regional emissions analysis either the corresponding portion of the previous budgets which matches the 2015 non-attainment area or to use the existing budget as is. EWG, after inter agency consultation, has decided to use the existing motor vehicle emission budgets from the Missouri and Illinois SIPs as is.

E-4. Carbon Monoxide

Part of the region, consisting of the City of St. Louis and that portion of St. Louis County within the I-270 loop, is classified as a limited maintenance area for carbon monoxide (CO). On June 17, 1997 the Missouri Department of Natural Resources submitted The Missouri State Implementation Plan for Carbon Monoxide - St. Louis Metropolitan Area: Maintenance Provisions and Re-designation Request, October 1996 to EPA. The re-designation request was approved by EPA on March 31, 1999. MoDNR submitted their second CO maintenance plan, Revision to the Limited Maintenance Plan for St. Louis Nonclassifiable Maintenance Area for the 8-Hour Carbon Monoxide National Ambient Air Quality Standard to EPA on April 3, 2014. The plan adequately demonstrated that the area will maintain the CO standard through 2022. Plan approval by EPA was published in the October 2, 2015 Federal Register. As a result, the Limited Carbon Monoxide Maintenance Plan option allows plan conformity without a technical analysis. However, individual projects remain subject to the requirement for "hot spot" analysis by their project sponsors.

E-5. Summary of Results for the Regional Emissions Analysis

To establish conformity, the projected net mobile source emissions are then subject to each of the required tests. EWG will utilize the MOVES2014a model for the ozone regional emissions analysis. The results are set out in Tables F-3 - F-6, which shows all the required tests are passed. This provides the basis for the Conformity Determination in respect of the projects and programs included in the FY 2020-2023 TIP.

Table E-3 **Regional Emissions Analysis: Conformity Tests - MISSOURI** **Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard Maintenance Area** (US tons per day)				
Analysis Year	Volatile Organic Compounds		Nitrogen Oxides	
	Emissions	2015 Budget	Emissions	2015 Budget
2025	11.59	32.70	18.26	76.70
	Emissions	2030 Budget	Emissions	2030 Budget
2030	8.95	22.00	13.10	40.00
2035	7.81	22.00	10.97	40.00
2045	6.87	22.00	9.92	40.00
All tests have been passed for all years.				

Table E-4 **Regional Emissions Analysis: Conformity Tests – ILLINOIS*** **Based on Conformity Requirements for 2008 Eight-Hour Ozone Standard Maintenance Area** (US tons per day)				
Analysis Year	Volatile Organic Compounds		Nitrogen Oxides	
	Emissions	2025 Budget	Emissions	2025 Budget
2025	5.58	5.68	8.04	15.22
	Emissions	2030 Budget	Emissions	2030 Budget
2030	4.21	9.05	5.55	16.68
2035	3.49	9.05	4.74	16.68
2045	3.07	9.05	4.45	16.68
All tests have been passed for all years. *Includes Jersey County				

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

Table E-5 **Regional Emissions Analysis: Conformity Tests - MISSOURI** **Based on Conformity Requirements for 2015 Eight-Hour Ozone Standard** **3 County and 1 Township Non-Attainment Area**				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2015 Budget	Action	2015 Budget
2020	13.17	32.70	24.77	76.70
2025	9.86	32.70	15.40	76.70
		2030 Budget		2030 Budget
2030	7.60	22.00	11.01	40.00
2035	6.62	22.00	9.18	40.00
2045	5.80	22.00	8.24	40.00
All tests have been passed for all years				

Table E-6 **Regional Emissions Analysis: Conformity Tests – ILLINOIS*** **Based on Conformity Requirements for 2015 Eight-Hour Ozone Standards** **2 County Non-Attainment Area**				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2008 Budget	Action	2008 Budget
2020	7.06	17.27	12.08	52.57
		2025 Budget		2025 Budget
2025	5.26	5.68	7.60	15.22
		2030 Budget		2030 Budget
2030	3.97	9.05	5.46	16.68
2035	3.39	9.05	4.62	16.68
2045	2.90	9.05	4.21	16.68
All tests have been passed for all years.				

This Conformity Determination is made for: the 2015 eight-hour ozone standard non-attainment area: St. Charles and St. Louis Counties, the City of St. Louis and Boles Township in Franklin County in Missouri; and Madison and St. Clair Counties in Illinois.

Appendix F
1997 Eight-Hour Ozone Standard
Air Quality Conformity Determination
Jersey County, Illinois

F-1. Background

In 2012, Jersey County Illinois was designated by the U.S. Environmental Protection Agency (EPA) as a maintenance area for the 1997 ozone standard. Later that year EPA designated this county as being in attainment of the 2008 ozone standard while the eight-county St. Louis region (MO-IL) was identified as non-attainment. In the July 2012 Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas, EPA stated that transportation conformity requirements for counties like Jersey cease to apply on July 20, 2013 and that no further conformity determinations for the 1997 ozone standard are required on or after that date. In addition the 1997 ozone standard has been revoked (March 6, 2015) by EPA, so no further conformity determinations for this ozone standard were required. In 2018 EPA found Jersey County to be in attainment for the 2015 ozone standard.

On February 16, 2018, the U.S. Court of Appeals for the District of Columbia issued a decision in the South Coast Air Quality Management District vs. EPA. This case challenged EPA's final rule for implementing the 2008 ozone National Ambient Air Quality Standard (NAAQS), 2008 ozone NAAQS State Implementation Plan (SIP) Requirements rule. The court vacated portions of this rule but upheld EPA's revocation of the 1997 ozone standard on March 6, 2015. In its decision, the court used the term "orphan areas" to describe those 1997 ozone standard non-attainment or maintenance areas which EPA had designated as being in attainment of the 2008 ozone standard. This decision has been under review by EPA, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). FHWA and FTA released interim guidance in April and October 2018 which delineated the conformity process for the 1997 ozone standard for the 82 orphan areas. The eight county St. Louis (MO-IL) region and Jersey County Illinois was identified as an orphan area. The East-West Gateway Council of Governments (EWG) used this interim guidance to prepare the Conformity Determination for the FY 2019-2022 Transportation Improvement Program (TIP) and Related Amendments to *Connected2045*. Only regionally significant projects in Jersey County were affected by this interim guidance.

In April 2018 EPA requested a rehearing by the court of certain aspects of the February decision. On September 14, 2018, the court agreed to stay its vacatur of the portion of the EPA rule "that exempts orphan areas from transportation conformity" until February 16, 2019 and denied the other aspects of the rehearing request. Transportation conformity for the revoked 1997 ozone standard is to be performed for orphan areas starting February 16, 2019. EPA then issued guidance in November 2018 describing how transportation conformity determinations can be made in the total or partial orphan areas which were either in nonattainment or maintenance for the 1997 ozone standard at the time EPA revoked that standard in 2015. A partial orphan maintenance area has attained the 1997 ozone standard and is maintaining the standard as of March 6, 2015 and is not included in the smaller 2008 ozone nonattainment area.

The eight-county St. Louis (MO-IL) region and Jersey County Illinois were identified as a partial orphan maintenance area. Jersey County is considered the orphan area because EPA found it to be in maintenance for the 1997 ozone standard and then in attainment for both the 2008 and 2015 ozone standards. Regionally significant projects in Jersey County have to be part of the Conformity Determination process for the 1997 ozone standard.

The current transportation conformity regulation, Final Conformity Rule 40 CFR Part 93 (April 2012) states that a regional emissions analysis is required starting one year after a non-attainment designation for a particular standard and continues until the effective date of the revocation of that standard by EPA. As the February 2018 court decision upheld EPA's 2015 revocation of the 1997 ozone standard, a regional emissions analysis is not required in a conformity determination for that standard in orphan areas. For the regionally significant project(s) in Jersey County, the determination of conformity for the 1997 ozone standard is to be demonstrated by showing the following criteria delineated in the Final Conformity Rule 40 CFR Part 93 have been met: use of latest planning assumptions for Transportation Control Measures (TCMs) in approved SIP if TCMs are in that SIP; consultation requirements; timely implementation of any approved SIP TCMs if TCMs are in that SIP; and fiscal constraint. The use of the latest emissions model and either the emissions budget test or the interim emissions test is not required.

Through the Inter Agency Consultation process, the Illinois Department of Transportation (IDOT) identified one such project in Jersey County and provided information about the U.S. Route 67 Delhi Bypass. Information about this project was included in the Conformity Determination process performed for the Update to *Connected2045*: Long Range Transportation Plan for the St. Louis Region. It is included here for reference purposes.

F-2. Criteria for Conformity Determination for the 1997 Ozone Standard

- Use of latest planning assumptions for TCMs in approved SIP if TCMs are in that SIP.

This criteria is not applicable as both the 8-Hour Ozone Attainment Demonstration for the Metro-East Nonattainment Area (AQPSTR 07-02, June 15, 2007) and Maintenance Plan for the Metro-East St. Louis Ozone Nonattainment Area for the 1997 8-Hour Ozone National Ambient Air Quality Standard (Revised) (AQPSTR 11-03) do not contain TCMs. On June 12, 2012, EPA approved the request by Illinois to re-designate the Illinois counties of Madison, Monroe, St. Clair and Jersey to attainment of the 1997 eight-hour ozone standard and the Maintenance Plan. Attachment F-1 is a copy of an email from the Illinois Environmental Protection Agency (Illinois EPA) to EWG confirming that these SIPs which included Jersey County do not contain TCMs.

- Consultation requirements cover both inter agency consultation and public consultation.

Section 5: Consultation and Public Participation of this document describes: consultation procedures; when Inter Agency Consultation Group (IACG) meetings took place; decision by the IACG for when conformity analysis for the Update to *Connected2045* began; comment period; and the public participation/consultation process.

- Timely implementation of any approved SIP TCMs if TCMs are in that SIP.

This criteria is not applicable as both the 8-Hour Ozone Attainment Demonstration for the Metro-East Nonattainment Area (AQPSTR 07-02, June 15, 2007) and Maintenance Plan for the Metro-East St. Louis Ozone Nonattainment Area for the 1997 8-Hour Ozone National Ambient Air Quality Standard (Revised) (AQPSTR 11-03) do not contain TCMs. Attachment F-1 is a copy of an email from the Illinois Environmental Protection Agency (Illinois EPA) to EWG confirming that these SIPs which included Jersey County do not contain TCMs.

- Transportation conformity regulations state that transportation plans and TIPs must be fiscally constrained consistent with the U.S. Department of Transportation's metropolitan planning requirements at 23 CFR part 450.

Each year IDOT develops a fiscally constrained six-year program which details how it will invest transportation dollars in the state and local highway system. The most recent Multi-Year Plan (MVP) prepared by IDOT was the May 2018 Fiscal Year 2019-2024 Proposed Highway Improvement Program (MVP) totaled $11.05 billion and included a Fiscal Year annual highway program of $2.2 billion. The U.S. Route 67 Delhi Bypass project in Jersey County is included in the MVP (pages 8-ii and 8-11). The project is programmed to occur during FY 2020-2024 at a cost of $23 million. Attachment F-2 contains correspondence between IDOT and EWG confirming that this project is fiscally constrained.

F-3. Conformity Determination Finding

The U.S. Route 67 Delhi Bypass project in Jersey County was found to be in conformity with the 1997 ozone standard. This documentation also can be found in the June 2019 Conformity Determination for the Update to *Connected2045*: Long Range Transportation Plan for the St. Louis Region.

Attachment F-1
Correspondence between Illinois Environmental Protection Agency and East-West Gateway Council of Governments

From: "Asselmeier, Buzz" <Buzz.Asselmeier@Illinois.gov>
To: Carol Lawrence <carol.lawrence@ewgateway.org>
CC: "Bloomberg, David E." <David.Bloomberg@Illinois.gov>
Date: 03/05/2019 10:49 AM
Subject: RE: [External] Conducting conformity for 1997 standard for Jersey County

I discussed this with David. To our knowledge, there aren't any transportation control measures in the attainment demonstration/maintenance plan. I've been looking at that document for the eventual SIP submittal for the 2nd maintenance plan for Jersey County so confidence is high no TCMs are in there. That's something we usually don't put in the SIP.

From: Carol Lawrence <carol.lawrence@ewgateway.org>
Sent: Monday, February 25, 2019 11:25 AM
To: Asselmeier, Buzz <Buzz.Asselmeier@Illinois.gov>; Bloomberg, David E. <David.Bloomberg@Illinois.gov>
Subject: [External] Conducting conformity for 1997 standard for Jersey County

David and Buzz,

East-West Gateway is working on the Conformity Determination for our long range transportation plan update and is trying to figure out what needs to happen for the conformity determination for the 1997 ozone standard for the partial orphan maintenance area of Jersey County. If there are regionally significant projects in the County, there are four criteria to satisfy according to EPA's November 2018 guidance. They are: use of latest planning assumptions as relates to Transportation Control Measures (TCMs) in approved SIP/if there are TCMs; inter agency and public consultation; timely implementation of TCMs from approved SIP; and fiscal constraint.

Just want to confirm that the 8-Hour Ozone Attainment Demonstration for the Metro-East Nonattainment Area (AQPSTR 07-02, June 15, 2007) and the Maintenance Plan for the Metro-East St. Louis Ozone Nonattainment Area for the 1997 8-Hour Ozone NAAQS (Revised) (AQPSTR 11-03) do not contain any TCMs. It is my understanding that these would be the only SIPs that would include Jersey County.

Want to wrap up the draft Conformity Determination by end of the first week in March.
Thank you for your assistance.

Carol Lawrence

Manager, Environmental Services
East-West Gateway Council of Governments
Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102
T 314-421-4220
T 618-274-2750
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Attachment F-2
Correspondence between Illinois Department of Transportation and East-West Gateway Council of Governments

From: "Jemison, Kevin M." <Kevin.Jemison@illinois.gov>
To: Jim Wild <jim.wild@ewgateway.org>, Rachael Pawlak <rachael.pawlak@ewgateway.org>
CC: Jason Lange <jason.lange@ewgateway.org>, Josh Schwenk <Josh.Schwenk@ewgateway.org>, Carol Lawrence <carol.lawrence@ewgateway.org>, "Roberts, Keith W" <Keith.Roberts@illinois.gov>, "Brown, Kirk H" <Kirk.Brown@illinois.gov>, "Lagemann, Gwen E" <Gwen.Lagemann@illinois.gov>, "Hunt, Jennifer M" <Jennifer.Hunt@illinois.gov>
Date: 03/21/2019 11:23 AM
Subject: Conformity Determination for FY 2020-2023 TIP Program--Jersey County
Attachments: Fiscal Constraint--Jersey County for Conformity.pdf

Ms. Pawlak,

Attached is a letter indicating fiscal constraint for the regionally significant project in the Jersey County Orphan Area to satisfy Conformity Determinations for the 1997 ozone standard.

Thanks.

Kevin

Kevin Jemison
Urban Planning Chief
Illinois Department of Transportation, D8
1102 Eastport Plaza Drive
Collinsville, IL 62234
618-346-3149
Kevin.jemison@illinois.gov<mailto:Kevin.jemison@illinois.gov>

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Illinois Department of Transportation
Office of Highways Project Implementation / Region 5 / District 8
1102 Eastport Plaza Drive / Collinsville, Illinois 62234-6198

March 21, 2019

Mr. Jim Wild
Executive Director
East-West Gateway Council of Governments
Gateway Tower
One Memorial Drive
Suite 1600
St. Louis, MO 63102-2451

Attention: Ms. Rachael Pawlak

RE: Fiscal Constraint for US 67 Delhi Bypass Project in Jersey County for Air Quality Conformity

Dear Ms. Pawlak:

Each Year the Illinois Department of Transportation (IDOT) develops a fiscally constrained six-year program that details how it will invest transportation dollars in the state and local highway system. The Fiscal Year 2019-2024 Proposed Highway Improvement Program (sometimes referred to as the Multi-Year Plan, or MYP) totals $11.05 billion and includes a FY 2019 annual highway program of $2.2 billion.

The US 67 at Delhi Bypass in Jersey County project is programmed during FY 2020-2024 at a cost of $23 million. It will consist of new construction of 3.2 miles of a four-lane expressway for the bypass around Delhi including new construction, grading, paving, drainage, signing and lighting. In addition, land acquisition and utility adjustments are programmed during FY 2020-2024 at a cost of $1.4 million from the Madison County line to Jerseyville.

The FY 2019-2024 Multi-Year Plan document pages 8-ii and 8 – 11 referencing the US 67 Delhi Bypass project are attached for your reference.

Should you have any questions, please contact Mr. Kevin Jemison at 618-346-3149 or Ms. Gwen Lagemann at 618-346-3150.

Sincerely,

Keith Roberts P.E.
Acting Region Five Engineer

cc: Mr. Jason Lange
Mr. Josh Schwenk
Ms. Carol Lawrence

- **Interstate 55/US 40/Illinois 3/Interstate 64 from Mississippi River to Interstate 64 (Tri-Level) Interchange in St. Clair County.** Resurfacing on 2.7 miles and bridge rehabilitation are programmed during FY 2020-2024 at a cost of $18.4 million.

- **Interstate 57 from Jefferson County line to 0.7 mile north of Illinois 161 in Marion County.** Reconstruction of 3.8 miles, ramp repair on 1.1 miles, bridge deck repairs, bridge approach roadway, bridge joint repair, bridge deck waterproofing, bridge painting and rip rap are programmed during FY 2020-2024 at a cost of $25 million.

- **Interstate 64 under Illinois 111 in St. Clair County.** A bridge replacement, ramp repair, engineering for contract plans, land acquisition, utility adjustments, and construction engineering are programmed during FY 2019-2024 at a cost of $28.5 million. Of this total, engineering for contract plans are programmed in FY 2019 at a cost of $2 million. *This project has been approved for Illinois Major Bridge Program funding.*

- **Interstate 70/US 40 from Madison County line to 0.3 mile west of Sugar Loaf Road in Bond County**. Resurfacing on 7.8 miles, bridge repair, a bridge new deck, bridge painting, bridge joint repair, a bridge deck overlay, bridge deck sealing, culvert repair, wing wall repair, ramp repair, miscellaneous work and rip rap are programmed during FY 2020-2024 at a cost of $28.4 million.

- **Interstate 255/US 50 from 0.5 mile north of Illinois 157 to Collinsville Road in St. Clair and Madison Counties.** Resurfacing on 17.3 miles, patching, ramp repair, bridge rehabilitation, a bridge new deck, bridge repair, shoulder repair, bridge deck waterproofing, rip rap, bridge joint repair, bridge deck sealing and bridge painting are programmed during FY 2020-2024 at a cost of $96.1 million.

- **Interstate 270 at Mississippi River in Madison County.** A bridge replacement, engineering for contract plans, land acquisition, utility adjustments and construction engineering, are programmed during FY 2019-2024 at a cost of $223.3 million. Of this total, engineering for contract plans is programmed in FY 2019 at a cost of $2 million. There is an additional $80,000 programmed during FY 2020-2024 for bridge deck sealing on the existing bridges. Illinois is the lead agency for the project with Missouri sharing equally in the bridge replacement and engineering costs.

- **US 67 at Delhi Bypass in Jersey County.** New construction of 3.2 miles of a four-lane expressway for the bypass around Delhi including new construction, grading, paving, drainage, signing and lighting are programmed during FY 2020-2024 at a cost of $23 million. In addition, land acquisition and utility adjustments from the Madison County line to Jerseyville are programmed during FY 2020-2024 at a cost of $1.4 million.

- **Illinois 4 from 0.3 mile south of Interstate 55 to 0.1 mile south of Illinois 143.** Resurfacing on 9.8 miles and new shoulders are programmed during FY 2020-2024 at a cost of $16 million.

- **Illinois 161 over Crooked Creek 8.6 miles east of Illinois 127 and over a creek 1 mile west of Centralia.** A bridge replacement and culvert replacement are programmed in FY 2019 at a cost of $22 million. *This project has been approved for Illinois Major Bridge Program funding.*

- **King Bridge Ramps at the 3rd Street exit and ramps to Martin Luther King Drive, over Interstate 55/64 westbound, Missouri Avenue, relocated Illinois 3, Terminal Railroad Association and Union Pacific Railroads in East St. Louis 0.7 mile east of the Mississippi River and approach.** A bridge replacement, bridge rehabilitation, bridge joint repair, bridge deck waterproofing, bridge deck sealing, bridge repair, bridge painting, lighting, railroad flagger, resurfacing on 1.3 miles and ramp repair are programmed in FY 2019 at a cost of $36.2 million. *The project on the King Bridge ramps over Interstate 55/64 westbound, Missouri Avenue, relocated Illinois 3, Terminal Railroad Association and Union Pacific Railroads in East St. Louis 0.7 mile east of the Mississippi River project has been approved for Illinois Major Bridge Program funding.*

FY 2019-2024 Highway Improvement Program
District 8
State Highways

Route/Street	Location	Improvements	Est. Cost	County	MYP Years Past	MYP Years Current
US 67	MISSISSIPPI RIVER (CLARK BRIDGE)	P.E. (PHASE II) P.E. (BRIDGE INSPECTION)	$1,500,000	MADISON	1	2020-2024
	ILLINOIS LEAD AGENCY; MISSOURI AND ILLINOIS WILL SHARE COST EQUALLY.					
US 67	MISSISSIPPI RIVER (CLARK BRIDGE)	BRIDGE DECK SEALING	$300,000	MADISON	2	2020-2024
	ILLINOIS LEAD AGENCY; MISSOURI AND ILLINOIS WILL SHARE COST EQUALLY. *PRESERVATION PROJECT*					
US 67	DELHI BYP Miles = 3.15	NEW CONSTRUCTION GRADING PAVING DRAINAGE SIGNING (NEW) LIGHTING	$23,000,000	JERSEY	8	2020-2024
	SAFETEA-LU HIGH PRIORITY PROJECT. STATE AND/OR LOCAL MATCH REQUIRED. PROJECT MAY REQUIRE ADDITIONAL STATE AND OR LOCAL FUNDS TO IMPLEMENT.					
US 67	MADISON CO LINE TO JERSEYVILLE	LAND ACQUISITION	$500,000	JERSEY	7	2020-2024
US 67	MADISON CO LINE TO JERSEYVILLE	UTILITY ADJUSTMENT	$900,000	JERSEY	7	2020-2024
ILL 3	AT PONTOON RD Miles = 0.30	RECONSTRUCTION	$2,400,000	MADISON	1	2019

Roadway Information

Miles	Roughness(IRI)	Rutting	AADT	Truck Pct	NHS
0.30	ACCEPTABLE	0.31	13,500	28.7	Y