Project Development Workshop:

November 2021

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

Overview

Funding Programs
- Program administration
- Eligibility
- Available funding
- Years funding available
- Sponsor requirements
- Application resources

STP-S Program
- Project examples
- Review of application types
- Application specific information
- Scoring criteria

CMAQ Program
- Project examples
- Application
- Review of information required for application

2022 Application Round

Where to find STP-S and CMAQ application materials

- www.ewgateway.org
  - Click on STP-S Call for Projects or CMAQ Call for Projects banner on homepage
  - Click on Transportation Planning on top bar – Transportation Improvement Program – Competitive Transportation Programs
    - Link to STP-S Call for Projects or CMAQ Call for Projects webpages found in grey box on right side of Competitive Transportation Programs webpage

Application deadline

- **Final application due – Thursday, February 10, 2022 by 4 PM**

Funding Programs

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – SUBALLOCATED (STP-S)

Eligible project types

- Road resurfacing/reconstruction
- Bridge rehabilitation/replacement
- Bicycle and pedestrian facilities
- Construction of roadway shoulders
- New road
- Additional capacity
- Intersection improvements
- Transit capital

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

Eligible project types

- Traffic signals
- Intersection improvements
- Bi-directional turn lane
- Traffic signal synchronization
- Intelligent Transportation Systems
- Diesel retrofits
- Transit capital
- Bicycle and pedestrian facilities

Phases of Work

Preliminary engineering including:

- Surveys
- Public hearings
- Environmental and historical documentation
- Right-of-way plans
- Utility coordination
- Bid specs, construction estimate

Right-of-way acquisition including:

- Appraisals

Construction/construction engineering (CE) including:

- Utility relocation costs for which the agency is responsible

Illinois Program Details

Eligible Applicants - Illinois

Project must be in county within EWG boundary

- Madison
- Monroe
- St. Clair

Local public agency

- County
- Municipality
- Road District/township

Transit agency

IDOT (CMAQ only)

Other potential sponsors contact EWG for more information (i.e. public-private partnership)

Project Administration - Illinois

Oversight

- East-West Gateway Council of Governments (EWG)
  - Administers application solicitation, evaluation, and programming
  - Monitors selected projects to ensure they remain on schedule
  - Approves changes of scope for project
- Illinois Department of Transportation (IDOT)
  - Enters into local agency agreement with sponsors of selected projects
  - Reviews project plans to ensure they match scope in project application
  - Obligates (set-aside) federal funds for a phase of work when project meets state and federal requirements
  - Coordinates with sponsor regarding project
- Project Sponsor
  - Delivers project according to scope and schedule in application
  - Does not begin work on federally funded portion of project until IDOT grants approval
  - Does not begin locally funded right-of-way acquisition until IDOT grants approval
  - Works with IDOT local roads to make sure federal funds for project are authorized and/or placed on a letting schedule to ensure deadlines are met
  - Follow GATA requirements

Funding Programs - Illinois

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – SUBALLOCATED (STP-S)

Eligible phases of work

- Construction (Const.)
- Construction engineering (CE)

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

Eligible phases of work

- Preliminary engineering (PE)
- Right-of-way acquisition (ROW)
- Construction (Const.)
- Construction engineering (CE)

Funding Programs - Illinois

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – SUBALLOCATED (STP-S)

Available funding

- $5.8 million (subject to change)
- FY 2026 – Const./CE only
- Federal reimbursement – up to 80%
- Federal request capped at $1.16 million per project
  - Project documented to serve a regional priority may exceed cap
  - Transportation Planning Committee must approve funding requests over cap
- No more than one project per city per funding round
- At least one project per County

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

Available funding

- $5.8 million (subject to change)
- FY 2023 – PE/ROW
- FY 2024 – ROW/Const./CE
- FY 2025 – Const./CE
- Federal reimbursement – up to 80%
  - Carpool/vanpool projects up to 100%
  - Public-private partnerships up to 50%

Example: Federal FY 2026 = October 1, 2025-September 30, 2026

Federal Milestones: IDOT approvals

Preliminary engineering:

- Approval of PE occurs with approval of Preliminary Engineering Services Agreement

Right-of-way acquisition:

- Approval of Project Development Report or acquisition approval (federally funded)

Construction/construction engineering :

- Const. and CE approved with approval of Plans, Specifications, and Estimate (PSE), land acquisition is complete and project placed on letting

PROJECT DEVELOPMENT SCHEDULE
Note: *many stages can occur concurrently.*

Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive notification letter	10/2022	10/2022	1
Execute agreement (project sponsor and DOT)			
Engineering services contract submitted and approved*			
Obtain environmental clearances (106, CE2, T&E, etc.)			
Public meeting/hearing			
Develop and submit preliminary plans			
Preliminary plans approved			
Develop and submit right-of-way plans			
Review and approval of right-of-way plans			
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*			
Right-of-way acquisition			
Utility coordination			
Develop and submit PS&E			
District approval of PS&E/advertise for bids*			
Submit and receive bids for review and approval			
Project implementation/construction			
* Finish date must match fiscal year for each milestone shown in **bold** text.			

Missouri Program Details

Eligible Applicants - Missouri

Project must be within EWG boundary
- City of St. Louis
- Franklin
- Jefferson
- St. Charles
- St. Louis

Local public agency
- County
- Municipality
- Special road district
- Other transportation related agency with taxing authority

Public transit agency

Great Rivers Greenway

MoDOT (CMAQ only)

Other potential sponsors contact EWG for more information (i.e. public-private partnership)

Project Administration - Missouri

Oversight

- East-West Gateway Council of Governments (EWG)
  - Administers application solicitation, evaluation, and programming
  - Monitors selected projects to ensure they remain on schedule
  - Approves changes of scope for project
- Missouri Department of Transportation (MoDOT)
  - Enters into funding agreement with sponsors that receive projects
  - Reviews project plans to ensure they match scope in project application
  - Obligates (set-aside) federal funds for a phase of work when project meets state and federal requirements
  - Coordinates workshops for sponsors after project selection (design, right-of-way, and construction)
- Project Sponsor
  - Delivers project according to scope and schedule in application
  - Does not begin work on federally funded portion of project until MoDOT grants approval
  - Does not begin acquisition of right of way using local funds until MoDOT grants approval

Funding Programs - Missouri

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – SUBALLOCATED (STP-S)

Eligible phases of work

- Preliminary engineering (PE)
- Right-of-way acquisition (ROW)
- Construction (Const.)
- Construction engineering (CE)

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

Eligible phases of work

- Preliminary engineering (PE)
- Right-of-way acquisition (ROW)
- Construction (Const.)
- Construction engineering (CE)

Funding Programs - Missouri

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – SUBALLOCATED (STP-S)

Available funding

- $50.0 million (subject to change)
- FY 2023 – PE
- FY 2024 – PE/ROW
- FY 2025 – ROW/Const./CE
  - Construction less than $1 million federal
- FY 2026 – Const./CE
- Federal reimbursement – up to 80%
- Federal request capped at $7.5 million per project
  - Project documented to serve a regional priority may exceed cap
  - Transportation Planning Committee must approve funding requests over cap

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

Available funding

- $22.0 million (subject to change)
- FY 2023 – PE/ROW
- FY 2024 – ROW/Const./CE
  - Construction less than $1 million federal
- FY 2025 – Const./CE
- Federal reimbursement – up to 80%
  - Carpool/vanpool projects up to 100%
  - Public-private partnerships up to 50%

Example: FY 2023 = October 1, 2022-September 30, 2023

Federal Milestones: MoDOT approvals

Preliminary engineering:

- Approval of PE occurs with approval of engineering services contract

Right-of-way acquisition:

- Approval of ROW occurs with approval of acquisition authority (A-Date)

Construction/construction engineering:

- Const. and CE approved with approval of plans, specifications, and estimate (PSE) and issuance of authority to advertise for bids

PROJECT DEVELOPMENT SCHEDULE
Note: *many stages can occur concurrently.*

Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive notification letter	10/2022	10/2022	1
Execute agreement (project sponsor and DOT)			
Engineering services contract submitted and approved*			
Obtain environmental clearances (106, CE2, T&E, etc.)			
Public meeting/hearing			
Develop and submit preliminary plans			
Preliminary plans approved			
Develop and submit right-of-way plans			
Review and approval of right-of-way plans			
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*			
Right-of-way acquisition			
Utility coordination			
Develop and submit PS&E			
District approval of PS&E/advertise for bids*			
Submit and receive bids for review and approval			
Project implementation/construction			

* Finish date must match fiscal year for each milestone shown in **bold** text.

Sponsor Requirements

Sponsor Requirements

Application fee

- Equals ½ of 1% of *federal* funds being requested
- Example - $800,000 request in federal funds = $4,000 application fee
- Counties pay annual contribution to EWG – contribution used as credit against fee
  - Counties invoiced for fee if federal funds programmed exceeds credit
- Fee refunded after August 31, 2022 Board of Directors meeting *if* project not selected

Matching funds

- At least 20% local match is required for each phase of work (requesting federal funds)
- Must certify that matching funds are available on signature pages at end of application
- In-kind match (i.e. donated right-of-way, services) allowed, but contact EWG for assistance

Sponsor Requirements

Title VI & Nondiscrimination

- Federal requirements listed on signature pages at end of each application
- Must certify that it has reviewed federal requirements regarding non-discrimination in federally assisted programs

Person of responsible charge

- Full-time employee of sponsor in charge of project
  - May not be a consultant
- Must certify person of responsible charge for each phase of work – same person may be responsible for all three phases
- Missouri sponsors must take Local Public Agency Basic Training Course through MoDOT's website
  - More information at: https://www.modot.org/training-opportunities
  - Training valid for two years – most recent roster (as of Oct 22, 2021) https://www.modot.org/sites/default/files/documents/Official%20LPA%20Basic%20Training%20Roster%20Master_101.pdf

Sponsor Requirements

Right-of-way acquisition certification

- Right-of-way acquisition must adhere to The Uniform Relocation Assistance Act and Real Property Acquisition Policies Act of 1970 (Uniform Act)
- Applies to:
  - Right-of-way acquisition for project
  - Permanent/temporary easement
  - Temporary slope construction licenses

Sponsor Requirements

Coordination between agencies

- If facility (i.e. road, sidewalk, signals) is not owned by the applicant, a letter of support from the facility owner is required
  - Requests for letter of support from IDOT, MoDOT, County, etc. must be made no later than **January 13, 2022**
- If project in multiple jurisdictions
  - One jurisdiction may be the lead sponsor on the application
  - Letter of financial commitment and support for scope of work required from other jurisdiction(s)
- If third-party is providing financial support
  - Letter from third-party is required to show its support of project scope and funding commitment
  - Agency receiving MoDOT Cost Share funding must be the lead sponsor for application
- If third-party may be requested in the future
  - Letter from third-party is required to show its support of project scope
- If project is on a transit route and improvements to transit system (i.e. bus stop) proposed
  - Letter from transit agency is required with its review and comments
  - Contact info is in Frequently Asked Questions listed on the STP-S and CMAQ Call for Projects webpages
  - Requests for letter of support must be made no later than **January 13, 2022**

Sponsor Requirements

Americans with Disabilities Act (ADA)

- Road alteration (i.e. resurfacing, reconstruction) requires ADA compliant curb ramp construction
  - If no curb ramps exist, include them in the project scope
  - If curb ramps currently exist, verify if they are ADA compliant. If not then replace non-compliant ramps
- Sidewalk
  - New sidewalk must be ADA compliant
  - If scope of work includes sidewalk repair, all sidewalk must be made ADA compliant
  - Repair of broken/deficient sidewalk slabs must be completed with local funds separate from federal project
  - Upgrade of entire sidewalk along project limits to ADA standards is federally reimbursable
- ADA transition plan
  - Must be completed for local public agencies with more than 50 employees per ADA
  - Deadline for completion of transition plans was 1992---**29 years ago!**
  - **ADA transition plan is not a requirement to apply for STP-S or CMAQ funds**
  - https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm

Sponsor Requirements

Bicycle and pedestrian facilities

- US Department of Transportation policy requires bicycle/pedestrian facilities to be considered, where appropriate with all new construction and reconstruction of transportation facilities
- Walking and bicycling considered equal with other modes of transportation
- FHWA, AASHTO, and NACTO guidance available

Detailed cost estimate

- Estimate of Project Costs excel file available on STP-S and CMAQ Call for Projects webpages
- This form is required to be included in application

ITS Architecture Consistency

- ITS Architecture Project Consistency Form available on STP-S and CMAQ Call for Projects webpages
- Required only if project includes new ITS elements or modifies existing ITS

Sponsor Requirements

Consultants must be paid for project application to qualify to complete federally reimbursed PE or CE for the project

If project is selected for funding, the project sponsor must initiate coordination with:

- Utilities
- Railroad
- ROW acquisition
- Environmental

Important to build time into schedule to deal with above

Sponsor Requirements

Environmental Coordination

- *Threatened and endangered species*
- *Section 106 (Cultural Resources)*
- *404*
  - *Wetlands/streams*
- *4(f) or 6(f)*
  - *Parks/public lands*
  - *Historic sites*

Request for Environmental Review -- Missouri

- Responsibility of sponsor to initiate this shortly after design begins
- Typically programmatic CE – 4-6 month review time
- CE2 requires longer reviews – 1-2 years – longer time due to FHWA concurrence
  - Typical for projects adding lanes, environmental impacts, historic registry, parks
- EA/EIS extremely rare for local projects – need to be identified prior to application
- MoDOT EPG: http://epg.modot.org/index.php/LPA:136.6_Environmental_and_Cultural_Requirements

Sponsor Requirements - Missouri

Policy on Reasonable Progress

- Ensures that federal funds be utilized by sponsor to complete project
- Based on project schedule provided by the sponsor in the application
- Applies to phases of work that received federal funds
  - Preliminary engineering
  - Right-of-way
  - Construction/construction engineering
- Funds must be obligated in federal fiscal year as indicated in project schedule
- One-time extension available for construction phase only. Requests accepted in May – Due June 1
  - Three-month extension approved by EWG staff
  - Nine-month extension approved by Board of Directors
- Sponsor must read Policy on Reasonable Progress in application and certify they understand it

Application Resources

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – SUBALLOCATED (STP-S)

Navigating the STP-S Application Process informational document

STP-S Project Development Workbook

STP-S Scoring Criteria Guide

STP-S application forms

Supplemental materials

Additional resources

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

Navigating the CMAQ Application Process informational document

CMAQ Project Development Workbook

CMAQ Application

Supplemental materials

Application Submittal Requirements

Final application deadline: **Thursday, February 10, 2022 by 4 PM**

- Submit one electronic copy – use 2022 application/supplemental materials
- Electronic copy
  - Must be adobe acrobat file (.pdf)
  - combine all attachments into the one adobe acrobat file
  - Signature pages may be scanned
  - Deliver by email – one application per email
    - Alternatives means (i.e. dropbox) allowed for delivery, but sponsor must coordinate before deadline
  - Email: stps@ewgateway.org or cmaq@ewgateway.org
- Application fee
  - Mail check
    - Must be postmarked by **February 10, 2022**
  - Electronic funds transfer
    - Must be received by **February 17, 2022**
    - Refer to Project Development Workbook for directions

2022 Application Round

Upcoming events/deadlines (all dates 2022)

- January 6: Preliminary applications due (optional)
  - Submit via email: stps@ewgateway.org or cmaq@ewgateway.org
  - Application only; supplemental information not required
  - EWG comments will be returned no later than January 20
- January 14 & 21 – Virtual Project Review Workshop – Missouri Sponsors
- January 19: Virtual Project Review Workshop – Illinois sponsors
  - Registration posted on EWG website in December; meeting 30 minutes for up to two projects
- February 10 (4 PM): Final applications due
- Early May: Illinois Transportation Planning Committee (TPC) – funding recommendations
- May 4: Missouri Transportation Planning Committee (TPC) – funding recommendations
- May 25: TPC recommendations presented to EWG Board of Directors
- June 29: Draft FY 2022-2025 Transportation Improvement Program (TIP) including recommended projects presented to EWG Board of Directors prior to release for public comment
- July 1 -August 4: Public comment period
- August 31: TIP presented to EWG Board of Directors for approval

Project Application – General Tips

Don’t assume evaluators know project, but be concise in project description

Letters of support must be for the current funding round and for specific project

Project scheduling needs to be realistic
- Contact EWG for assistance if needed

Request meeting with EWG staff to discuss project

Project should be consistent with AASHTO, NACTO, FHWA
- Avoid using contrasting materials like brick to create higher visibility. These materials cost much more to maintain, but are not highly visible particularly at night and in the rain. Over time they lose contrast to the surrounding street. – America Walks
- Overhead cobra lighting provide baseline standards for lighting, but does not enhance pedestrian safety

Each application form contains a checklist specific to the project type
- Submit application and supplemental materials in the order as indicated in the checklist

Frequently Asked Questions available on Call for Projects web pages
- This will be updated throughout application period

10% Funding Increase - Missouri

Available to Missouri sponsor with project in the FY 2022-2025 TIP

- One-time increase in federal funds if cost increase is documented to be beyond sponsor's control
- Project must have construction programmed in future year
  - Sponsor may not request if construction programmed in FY 2022
- **Letter requesting increase is due Thursday, February 10, 2022**
  - Must justify reasons for increase request in letter

Sponsor Requirements - CHANGES

Operations and Maintenance Form

- No longer required

Logical Termini Form/Meetings – Illinois only

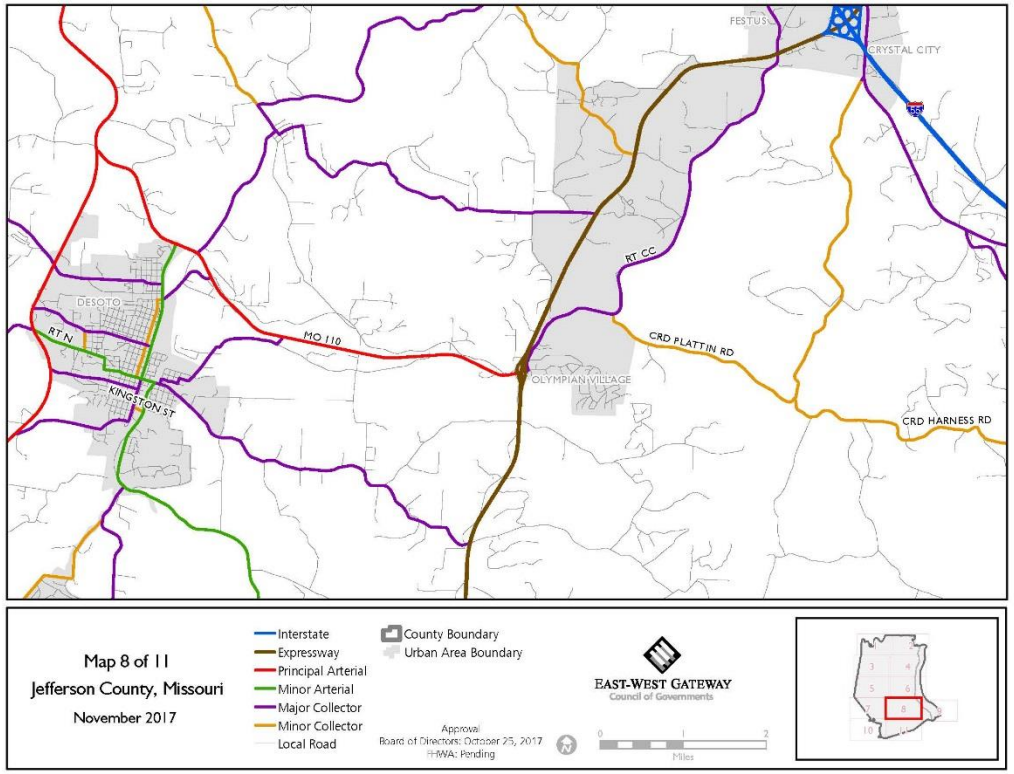
- Form/meetings are no longer required
- Sponsor should still coordinate with IDOT if questions on logical termini for project since logical termini determine extents of Project Development Report

Surface Transportation Block Grant Program – Suballocated

Eligible activities

- Highways (including resurfacing/reconstruction), bridges (including rehab/replacement of deficient bridges) and tunnels
- Transit capital projects
- Intelligent transportation systems capital improvements
- Carpool and corridor parking facilities
- Bicycle and pedestrian facilities
- Planning, design, or construction of boulevards largely in right-of-way of former interstates or other divided highways
- Protection for bridges
- Transportation infrastructure modifications to facilitate access into and out of a port terminal
- More eligible activities listed in Appendix A of STP-S Project Development Workbook
  - An update of eligible activities will be included in the FAQ as more information on the recently passed Infrastructure Investment and Jobs Act of 2021 becomes available

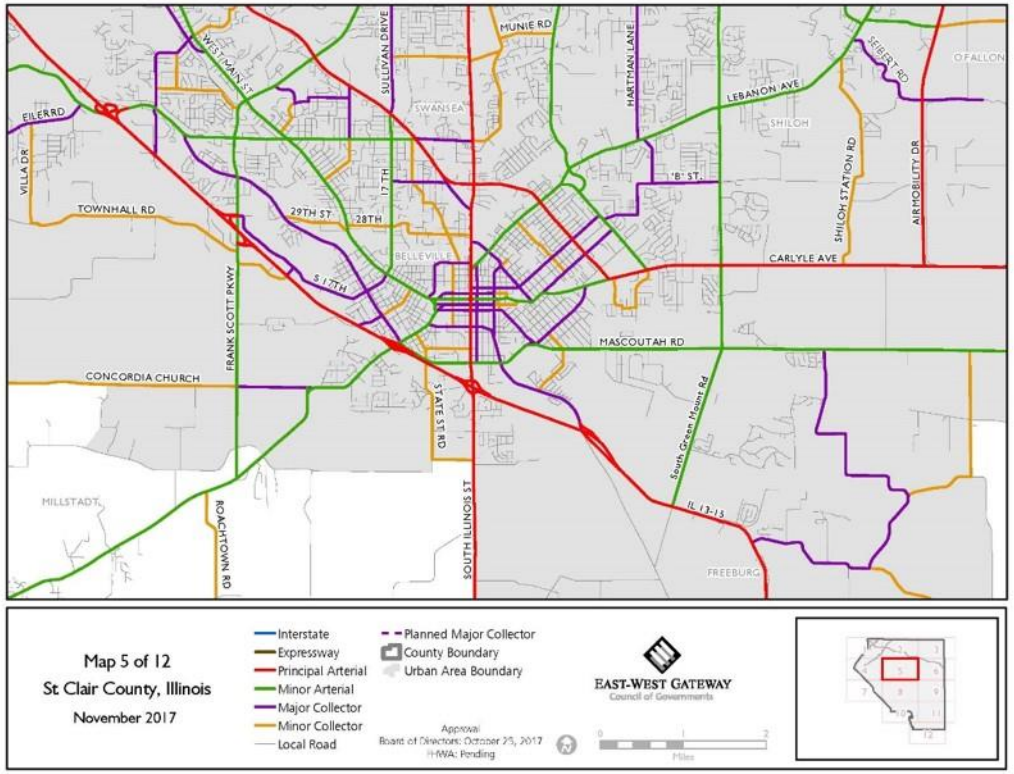
Functional Classification



What is functional classification?

- Grouping of roads based on the type of service provided:
  - Interstate/expressway
  - Principal arterial/minor arterial
  - Major collector (rural or urban)
  - Minor collector (rural or urban)
  - Local road
- Road projects generally not eligible for STP-S funding located on:
  - Rural minor collector
  - Local road

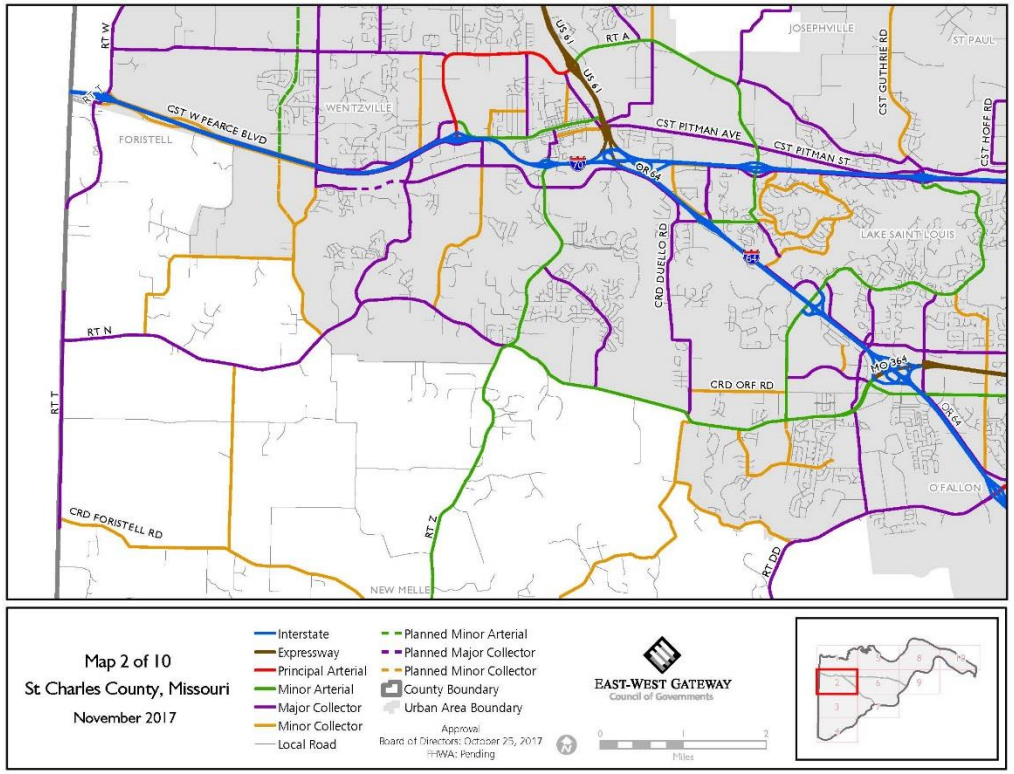
Functional Classification



Items eligible regardless of functional classification:

- Rehabilitation or replacement of deficient bridges
  - Minimal road work allowed on local road or rural minor collector to tie in new bridge with road on existing alignment – local funds must be used for other road work such as road relocation
- Bicycle and pedestrian facilities
- Highway and transit safety improvements
- Carpool projects
- Transportation infrastructure modifications to facilitate access into and out of a port terminal

Functional Classification



Functional classification maps

- Functional classification maps available for each county
  - Link to maps on p. 12 of STP-S Project Development Workbook under EWG Resources
  - Found on EWG website under Transportation Planning
- Functional classification revisions
  - EWG accepts applications for revisions twice a year
    - May
    - November
      - STP-S applications accepted for functional classification applications in-process from May/November 2021
      - Approval of STP-S application contingent on approval of requested functional class change of road

Financial Plan – Illinois

Federal funds are obligated at one time

Make sure the date in the schedule is within the fiscal year in financial plan

- FY 2026 construction obligation means PSE approval should be listed between 10/2025 and 6/2026 (state FY)

Do not begin work on federally funded phase of project until authorized by IDOT

Do not acquire right of way without IDOT authorization

Include committed funding in sponsor share

Example:

FINANCIAL PLAN

Note: *federal participation for a phase of work must not exceed 80% in Missouri for all phases of work and 80% in Illinois for construction/construction engineering phase only. In Illinois, PE and right-of-way must be paid with local funds.*

Activity[7]	Starting Federal Fiscal Year[8]	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2024	$ 150,000	$ 0	$ 150,000	100.00%
Right-of-Way	FY 2025	$ 50,000	$ 0	$ 50,000	100.00%
Construction Engineering	FY 2026	$ 1,000,000	$ 800,000	$ 200,000	20.00%
Construction / Implementation	FY 2026	$ 100,000	$ 80,000	$ 20,000	20.00%
TOTAL PROJECT COST		$ 1,300,000	$ 880,000	$ 420,000	32.31%

Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:	$210,000 - Motor Fuel Tax $210,000 - City

Financial Plan - Missouri

Federal funds are obligated one time for each phase

Do not program multiple phases in same year

Make sure the date in the schedule is within the federal fiscal year in financial plan

- FY 2024 PE obligation means ESC approval should be listed between 10/2023 and 9/2024

Do not begin work on federally funded phase of project until authorized by MoDOT

Do not acquire locally funded right of way until authorized by MoDOT

Include committed funding in sponsor share (i.e. show MoDOT Cost Share or County Road Board funding **only if** committed)

Example:

FINANCIAL PLAN

Note: *federal participation for a phase of work must not exceed 80% in Missouri for all phases of work and 80% in Illinois for construction/construction engineering phase only. In Illinois, PE and right-of-way must be paid with local funds.*

Activity[7]	Starting Federal Fiscal Year[8]	Total Phase Cost	STP-S Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2024	$ 150,000	$ 120,000	$ 30,000	20.00%
Right-of-Way	FY 2025	$ 50,000	$ 40,000	$ 10,000	20.00%
Construction Engineering	FY 2026	$ 1,000,000	$ 800,000	$ 200,000	20.00%
Construction / Implementation	FY 2026	$ 100,000	$ 80,000	$ 20,000	20.00%
TOTAL PROJECT COST		$ 1,300,000	$ 1,040,000	$ 260,000	20.00%

Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:	$130,000 - County Road Board $130,000 - City

Project Extents

Contiguous Projects

- If project length is greater than two miles, sponsor may submit two separate applications
  - Example – Project is three miles in length- sponsor may submit an application for two mile segment and application for one mile segment
- If approved sponsor may combine into one project
- Contact EWG staff prior to submitting application

Multiple Roads

- Multiple roads may be included in one application if:
  - Roads have AADT within 15%
  - New - Same functional classification
  - Same type of work being done (i.e. resurfacing)
- Contact EWG staff prior to submitting application

STP-S Scoring Criteria

Fixing America's Surface Transportation (FAST) Act requires transition to performance-driven, outcome based program

STP-S scoring criteria aligns with federal performance-based planning goals and 10 guiding principles in the EWG long-range transportation plan, *Connected2045*

Staff in conjunction with Transportation Planning Committee developed criteria

STP-S scoring criteria approved by East-West Gateway Board of Directors – January 2018

Seven project types/applications:

- Road
- Bridge
- Traffic Flow
- Safety
- Active Transportation
- Transit
- Freight/Economic Development

STP-S Scoring Criteria Guide provides greater detail into scoring by project type

Project Type Examples

Road: road resurfacing, slab replacement, diamond grind, or reconstruction

Bridge: bridge rehabilitation or replacement, bridge preventive maintenance program – Deficient bridges found under additional resources on STP-S Call for Projects webpage

Traffic Flow: addition of travel lanes, two-way turn lanes, new roads, intersection improvements, Intelligent Transportation Systems (ITS) improvements, signal optimization

Safety: systemic safety improvements (e.g., guardrail or rumble strip installation), sight distance improvements, signage upgrades, shoulders, two-way turn lane, intersection/ crossing safety improvements

Active Transportation: shared-use paths, on-street bicycle facilities, sidewalks, bicycle and pedestrian bridges and underpasses

Transit:

a. Transit Asset Management & System Upgrades: revenue replacement vehicles, improvements to transit facilities, maintenance facility for revenue vehicles

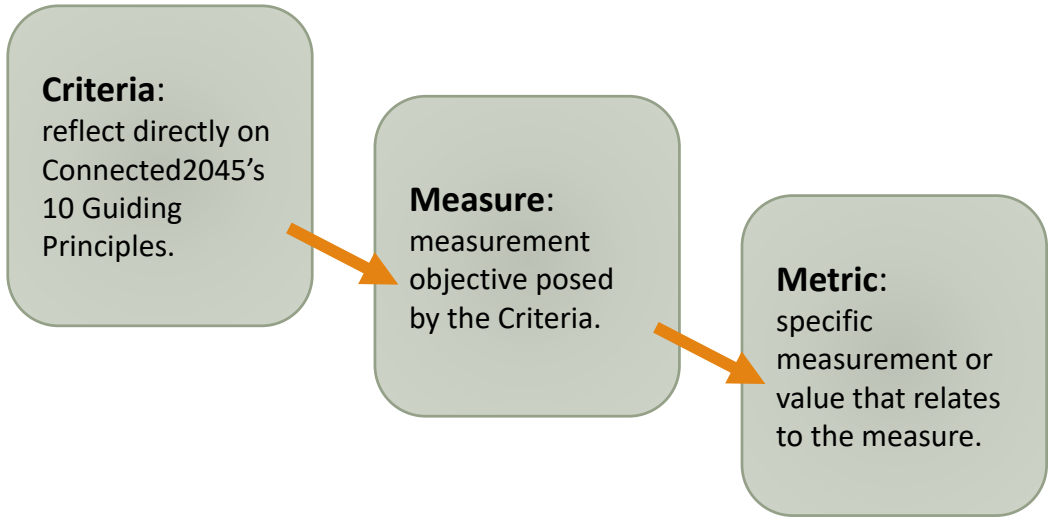
b. Expansion: vehicle fleet expansion, geographic expansion

Freight/Economic Development: road or bridge projects that improve the flow of freight or promote economic development, railway-highway grade separation, traffic signal optimization, truck parking facilities

Project Scoring – All Projects

Performance points

- Each project type has maximum of 10 criteria and metrics are used to assign performance points
- Certain criteria do not apply to all project types
- Up to 100 points assigned based on performance points

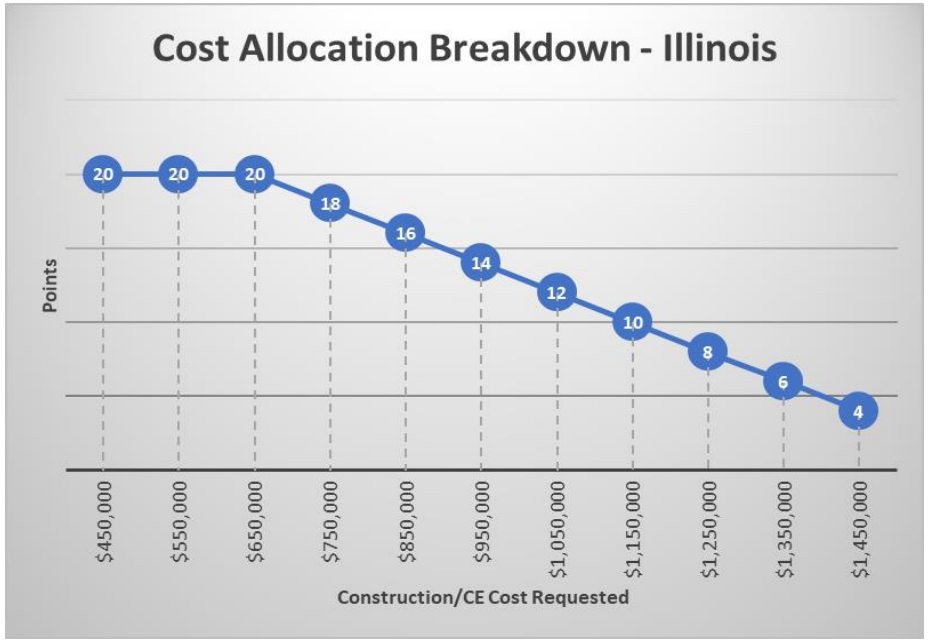


Project Scoring - Illinois

Cost

- Up to 20 points assigned based on adjusted construction/CE cost
  - Adjusted construction/CE cost = IDOT funding mark divided by 0.8
    - 80% is maximum federal participation
  - Adjusted construction cost for this cycle = $7,250,000
- Points assigned based on percentage requested
  - A sponsor with a project construction/CE cost of $650,000($520,000 federal) would receive 20 points for cost
  - A sponsor with a project construction/CE cost of $750,000($600,000 federal) would receive 18 points for cost
  - A sponsor with a project construction/CE cost of $850,000($680,000 federal) would receive 16 points for cost

Adjusted Construction Cost Ranges (Illinois)	Point Range
Project requests $650,000 or less – 20% of the adjusted construction/CE cost available	20 – 4
Project requests more than 20% of the adjusted construction/CE cost available	0



Project Scoring - Illinois

Usage

- Up to 5 points assigned based on Person Miles Travel (PMT)
  - PMT=project length*regional occupancy rate*AADT

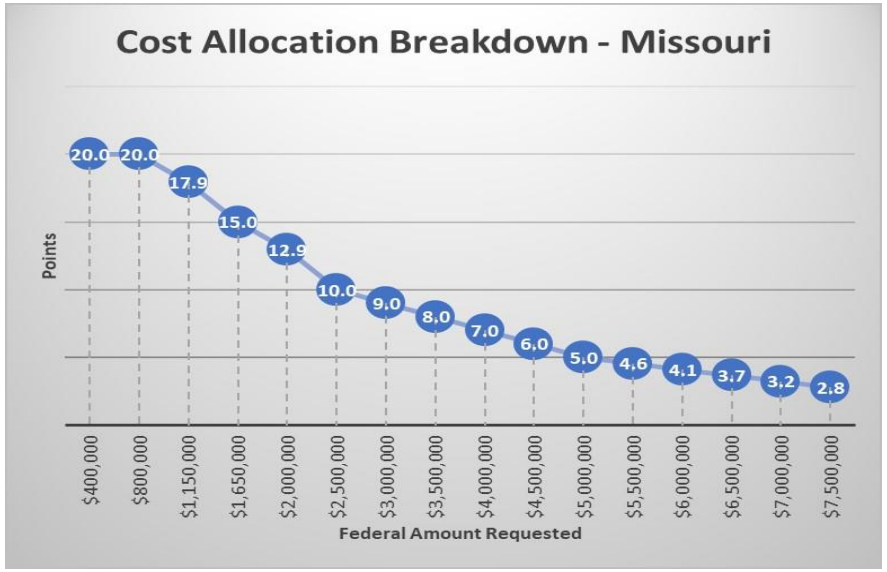
Usage Ranges – PMT (Illinois)	Points
6,501+	5
4,001-6,500	4
2,501-4,000	3
1,001-2,500	2
501-1,000	1
1-500	0

Project Scoring - Missouri

Cost

- Up to 20 points assigned based on federal funds requested compared to estimated federal funds available ($50.0 million)
- Points assigned based on percentage requested
  - A sponsor requesting $800,000 in federal funds would receive 20 points for cost
  - A sponsor requesting $1,000,000 in federal funds would receive 18.8 points for cost
  - A sponsor requesting $2,000,000 in federal funds would receive 12.9 points for cost
  - A sponsor requesting $2,500,000 in federal funds would receive 10 points for cost

Federal Project Cost Ranges (Missouri)	Point Range
Project requests $800,000 or less – 5% of the funds available	20 – 10
Project requests 5%-10% of the funds available	10 – 5
Project requests 10-15% of the funds available	5 – 2.8
Project requests more than 15% or funds available	0



Project Scoring - Missouri

Usage

- Up to 5 points assigned based on Person Miles Travel (PMT)
  - PMT=project length*regional occupancy rate*AADT

Usage Ranges – PMT (Missouri)	Points
15,001+	5
10,001-15,000	4
6,001-10,000	3
4,001-6,000	2
1,001-4,000	1
1-1,000	0

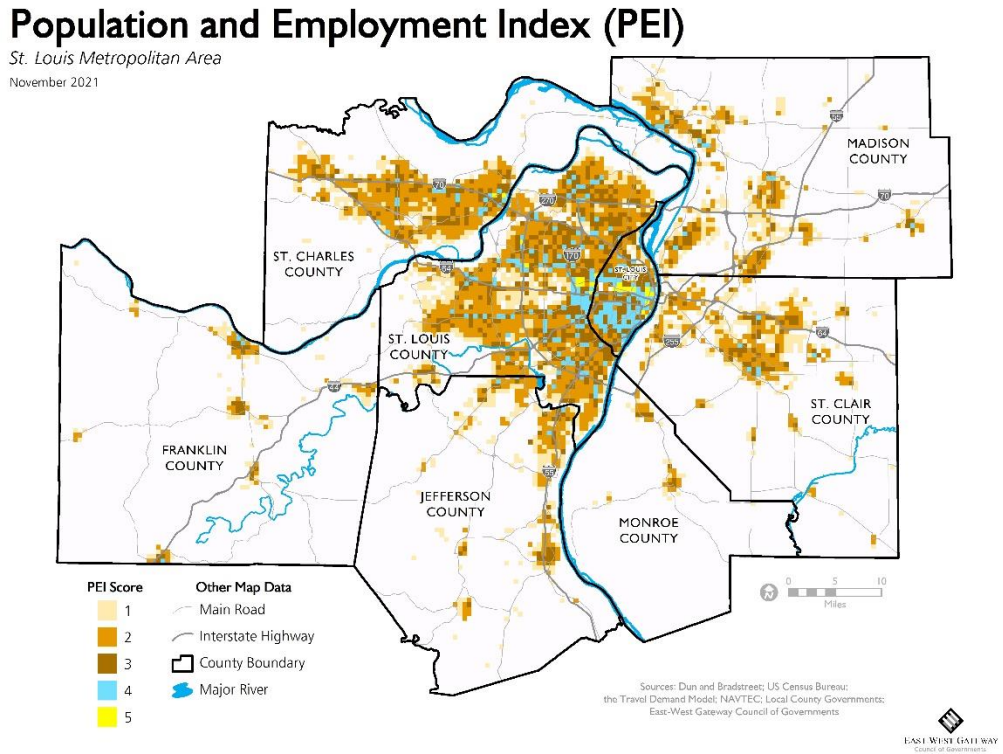
Investment Priority Criteria	STP-S Project Type											
	Road		Bridge		Traffic Flow	Safety	Active Transp.	Transit			Freight / Economic Development	
	Within Community	*Outside Community*	*Within Community*	*Outside Community*				*Asset Management & System Upgrades*	*Expansion - Adding Capacity*	*Expansion - Geographic Expansion*	*Freight*	*Economic Development*
(1) Preserve & Maintain the Existing System	65	72	75	79	5	5	-	45	-	-	5	5
Multimodal: (2) Support Public Transportation / (5) Provide More Transportation Choices	12	5	9	5	10	10	30	24	64	69	10	10
(3)Support Neighborhoods & Communities	4	4	4	4	4	4	22	8	8	8	4	4
(4) Foster a Vibrant Downtown & Central Core	-	-	-	-	-	-	10	1	1	1	-	-
(6) Promote Safety	8	8	2	2	8	73	35	7	7	7	8	8
(7) Support a Diverse Economy with a Reliable System	1	1	-	-	50	-	-	5	5	5	12	12
(8) Support Quality Job Development	4	4	4	4	5	-	-	-	5	-	-	60
(9) Strengthen Intermodal Connections	5	5	6	6	8	8	-	-	-	-	60	0
(10) Protect Air Quality & Environmental Assets	1	1	-	-	10	-	3	10	10	10	1	1
Total Performance Points	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**
Cost	20	20	20	20	20	20	20	20	20	20	20	20
Usage	5	5	5	5	5	5	5	5	5	5	5	5
Total Points Available	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**

Geographic Scale

Road and bridge projects

- Evaluated using two geographic scales
  - Within community: emphasizes safe, multimodal connections and access to community resources
  - Outside community: emphasizes mobility to ensure the region is well connected

- Population and employment index (PEI)
  - Measures population and employment densities
  - Used to estimate potential multimodal demand
  - Within community PEI 1.45+
  - Outside community PEI <1.45



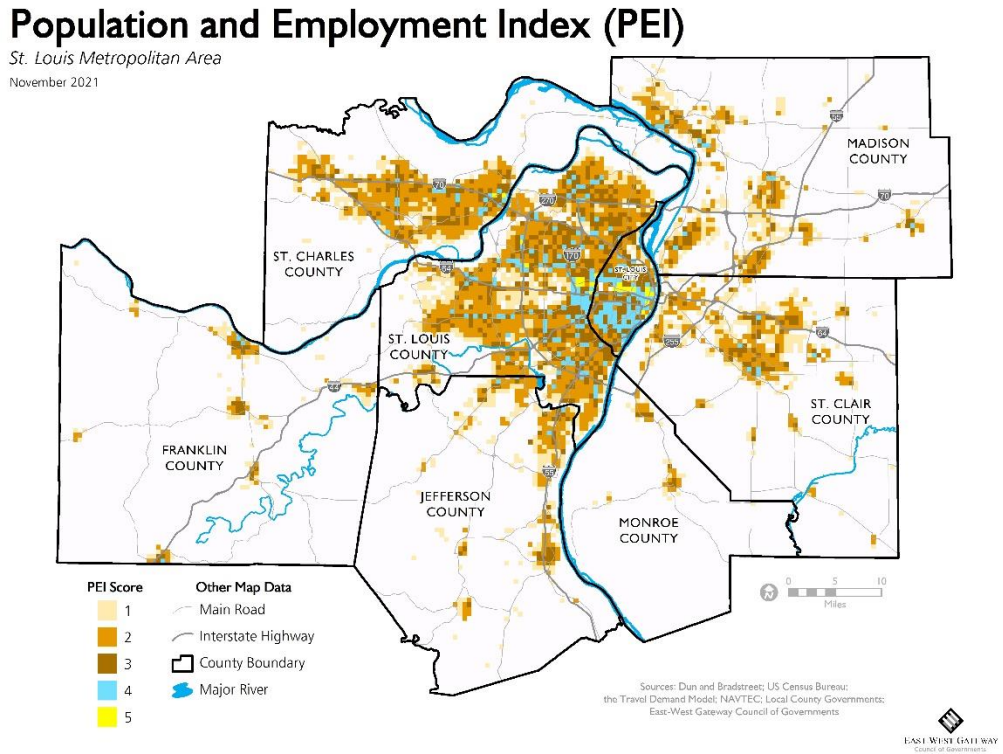
Geographic Scale

PEI Designation

- Sponsor may request PEI designation by submitting PEI Determination Request Form
- Form must be submitted by January 13
- EWG will respond within one week

PEI Change

- Sponsor may submit PEI Change Request Form
- Justification must be provided
- Form must be submitted by January 27
- EWG will respond within one week



Project Checklist

- Located at beginning of each application
- Application and supplemental information must be submitted in order listed
- Required form
  - Estimate of Project Costs
- Use current forms provided by EWG as required including:
  - Road Condition Evaluation Form
  - Safety Supplement (2015-2019 crashes)
  - Traffic Flow Supplement
  - ITS Architecture Consistency Statement
- Location map: detail showing project's overall location; 8 ½ x 11 include as required – examples include:
  - Locations of proposed safety countermeasures
  - Transit routes along project limits
  - Activity centers along project limits
  - Schools, community resources, or cultural destinations located within ½ mile of project limits
  - Freight facilities along project limits
- Other requirements
  - Typical section (before/after)
  - State issued inspection report if bridge part of project
  - Congestion Management Study – Traffic Flow only
  - Planning studies – Active Transportation only

Note: see checklist in Application Form to review ALL required attachments.

Pavement Documentation – Road Condition Evaluation Form

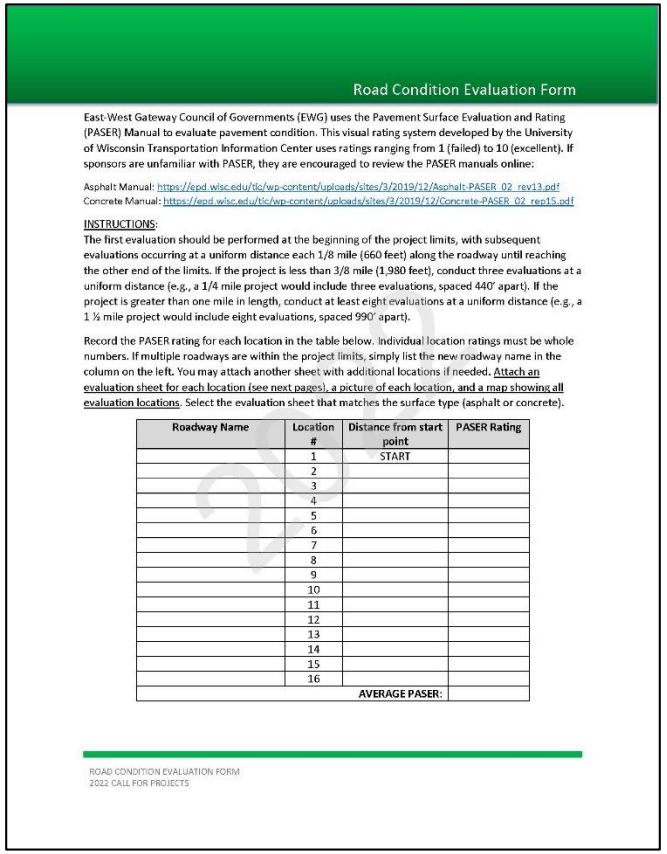
Used for Road, Traffic Flow, Safety, and Freight/Economic Development applications

Sponsor must include Road Condition Evaluation Form along with application

- PASER rating must be taken at uniform distance:
  - < 3/8 mile – 3 ratings
  - 3/8 to 1 mile - rating every 1/8 mile
  - > 1 mile – 8 ratings
- Provide photos from each rating location

Provide a map that shows:

- Each location of pavement rating
- Must be able to cross reference map with evaluation form rating and photo at location



Road Condition Evaluation Form

East-West Gateway Council of Governments (EWG) uses the Pavement Surface Evaluation and Rating (PASER) Manual to evaluate pavement condition. This visual rating system developed by the University of Wisconsin Transportation Information Center uses ratings ranging from 1 (failed) to 10 (excellent). If sponsors are unfamiliar with PASER, they are encouraged to review the PASER manuals online:

Asphalt Manual: https://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Asphalt-PASER_02_rev13.pdf
Concrete Manual: https://epd.wisc.edu/tic/wp-content/uploads/sites/3/2019/12/Concrete-PASER_02_rep15.pdf

INSTRUCTIONS:
The first evaluation should be performed at the beginning of the project limits, with subsequent evaluations occurring at a uniform distance each 1/8 mile (660 feet) along the roadway until reaching the other end of the limits. If the project is less than 3/8 mile (1,980 feet), conduct three evaluations at a uniform distance (e.g., a 1/4 mile project would include three evaluations, spaced 440' apart). If the project is greater than one mile in length, conduct at least eight evaluations at a uniform distance (e.g., a 1 ½ mile project would include eight evaluations, spaced 990' apart).

Record the PASER rating for each location in the table below. Individual location ratings must be whole numbers. If multiple roadways are within the project limits, simply list the new roadway name in the column on the left. You may attach another sheet with additional locations if needed. Attach an evaluation sheet for each location (see next pages), a picture of each location, and a map showing all evaluation locations. Select the evaluation sheet that matches the surface type (asphalt or concrete).

Roadway Name	Location #	Distance from start point	PASER Rating
	1	START	
	2		
	3		
	4		
	5		
	6		
	7		
	8		
	9		
	10		
	11		
	12		
	13		
	14		
	15		
	16		
		AVERAGE PASER:	

ROAD CONDITION EVALUATION FORM
2022 CALL FOR PROJECTS

Safety Documentation – Crash Reports

Used for Road, Traffic Flow, Safety, Freight/Economic Development applications

If safety countermeasure is proposed:

- Provide crash reports (2015-2019) for ALL fatal and serious injury crashes
- Provide crash reports (2015-2019) for up to 10 minor injury and property damage only crashes that coincide with countermeasure in project

If project has zero crashes:

- A project can still potentially receive partial points if it does not have crashes, but includes a preventive safety countermeasure

In general, resurfacing not a safety countermeasure

<u>Provide crashes only along project limits</u>

Safety Documentation – Safety Calculator sheet – Crash Rate

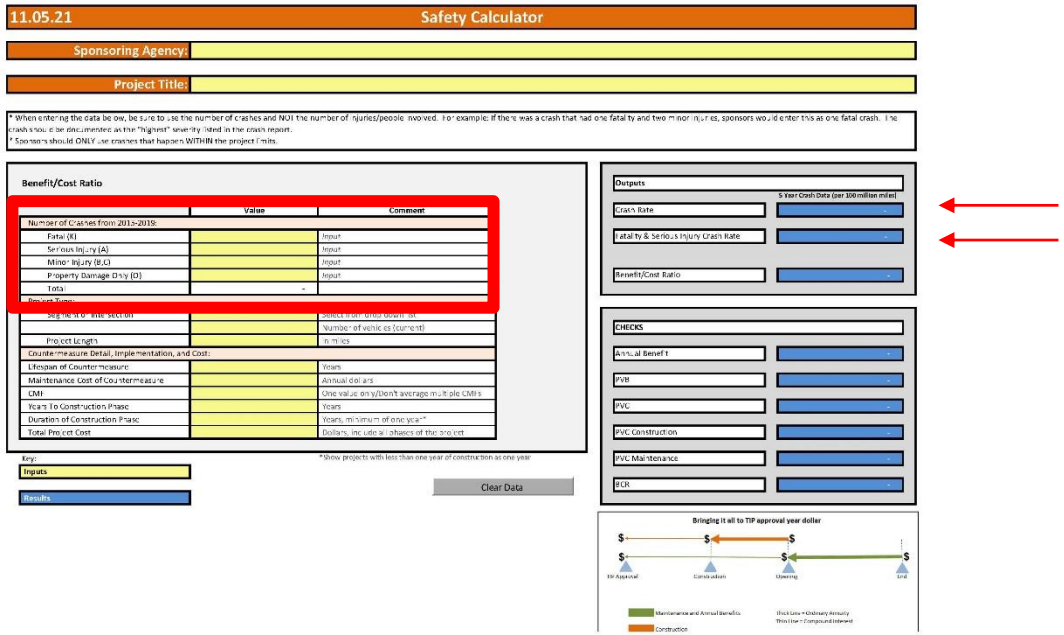
Located in Safety Supplement excel file

Used for Safety application only

Crash data required 2015-2019

Enter the number of crashes for fatal, serious injury, minor injury, and property damage only

- DO NOT list the number of injuries from each crash
- Example: A crash with one fatal, three serious, and two minor injuries would be listed as one fatal crash
- List only the crashes within the project limits
  - Select from dropdown under project type
    - Segment
      - Enter project length
    - Intersection
      - Enter AADT for traffic entering intersection



Safety Documentation – Safety Calculator sheet – Benefit/Cost

Located in Safety Supplement excel file

Used only for Safety application

Enter lifespan of countermeasure

- Find the lifespan of countermeasures in the Lifespan-Safety Countermeasures tab of excel file

Enter CMF

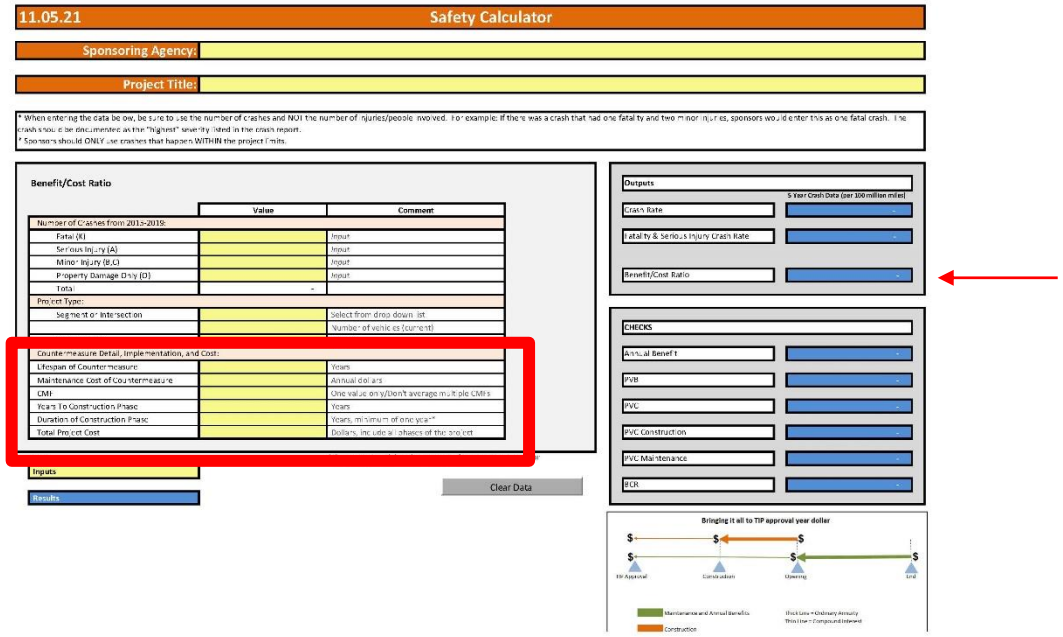
- Only input the CMF of one safety countermeasure that best describes the project purpose (do not average CMFs)
- CMFs found in Safety Countermeasure tab of the excel file, Appendix B of STP-S Scoring Criteria Guide, or www.cmfclearinghouse.org.

Enter maintenance cost of countermeasure

Enter years to construction

Enter duration of construction phase

Enter total project cost (all phases)



Traffic Flow Documentation

Used only for Traffic Flow application

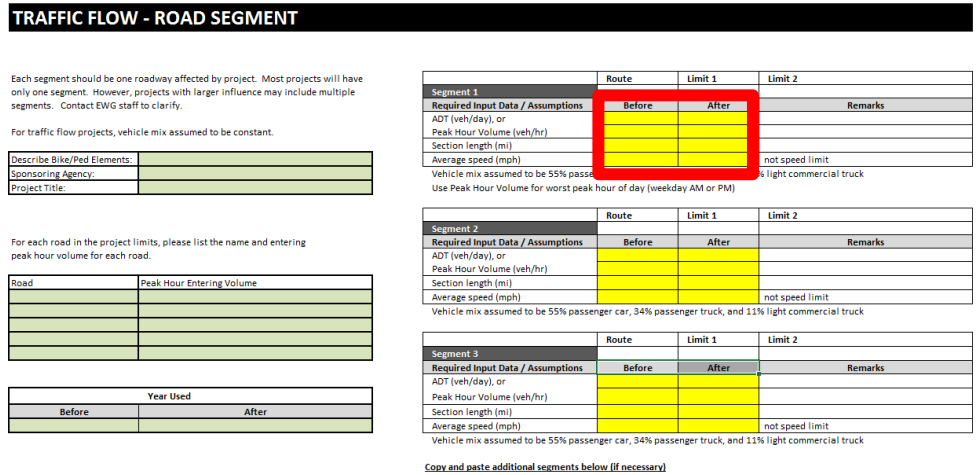
Located in Traffic Flow Supplement excel file

Two sheets in form used for calculation

- Road Segment – Before/after average speed
  - For each segment:
    - Enter ADT or peak hour volume (use worst peak hour)
    - Enter section length
    - Enter average speed during peak hour
- Intersection – Before/after delay
  - Enter average vehicle delay (worst peak hour)
  - Enter daily intersection volume or peak hour intersection volume (use worst peak hour)
- Before = Current Year – After = Yr. of Construction

Traffic Flow projects must include a traffic engineering analysis to support data included in Traffic Flow Supplement excel file

Traffic volumes based on future development must be approved by EWG staff. Submit no later than **January 13, 2022**



TRAFFIC FLOW - ROAD SEGMENT

Each segment should be one roadway affected by project. Most projects will have only one segment. However, projects with larger influence may include multiple segments. Contact EWG staff to clarify.

For traffic flow projects, vehicle mix assumed to be constant.

Describe Bike/Ped Elements:	
Sponsoring Agency:	
Project Title:	

For each road in the project limits, please list the name and entering peak hour volume for each road.

Road	Peak Hour Entering Volume

Year Used	
Before	After

	Route	Limit 1	Limit 2
Segment 1			
Required Input Data / Assumptions	Before	After	Remarks
ADT (veh/day), or			
Peak Hour Volume (veh/hr)			
Section length (mi)			
Average speed (mph)			not speed limit

Vehicle mix assumed to be 55% passe … light commercial truck

Use Peak Hour Volume for worst peak hour of day (weekday AM or PM)

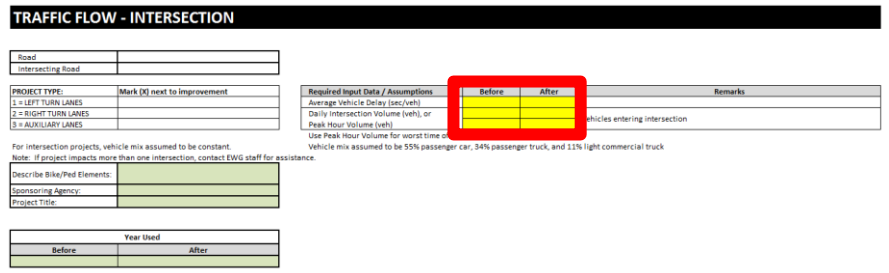
	Route	Limit 1	Limit 2
Segment 2			
Required Input Data / Assumptions	Before	After	Remarks
ADT (veh/day), or			
Peak Hour Volume (veh/hr)			
Section length (mi)			
Average speed (mph)			not speed limit

Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck

	Route	Limit 1	Limit 2
Segment 3			
Required Input Data / Assumptions	Before	After	Remarks
ADT (veh/day), or			
Peak Hour Volume (veh/hr)			
Section length (mi)			
Average speed (mph)			not speed limit

Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck

Copy and paste additional segments below (if necessary)



TRAFFIC FLOW - INTERSECTION

Road	
Intersecting Road	

PROJECT TYPE:	Mark (X) next to improvement
1 = LEFT TURN LANES	
2 = RIGHT TURN LANES	
3 = AUXILIARY LANES	

Required Input Data / Assumptions	Before	After	Remarks
Average Vehicle Delay (sec/veh)			
Daily Intersection Volume (veh), or			…hicles entering intersection
Peak Hour Volume (veh)			

Use Peak Hour Volume for worst time o…

Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck

For intersection projects, vehicle mix assumed to be constant.

Note: if project impacts more than one intersection, contact EWG staff for assistance.

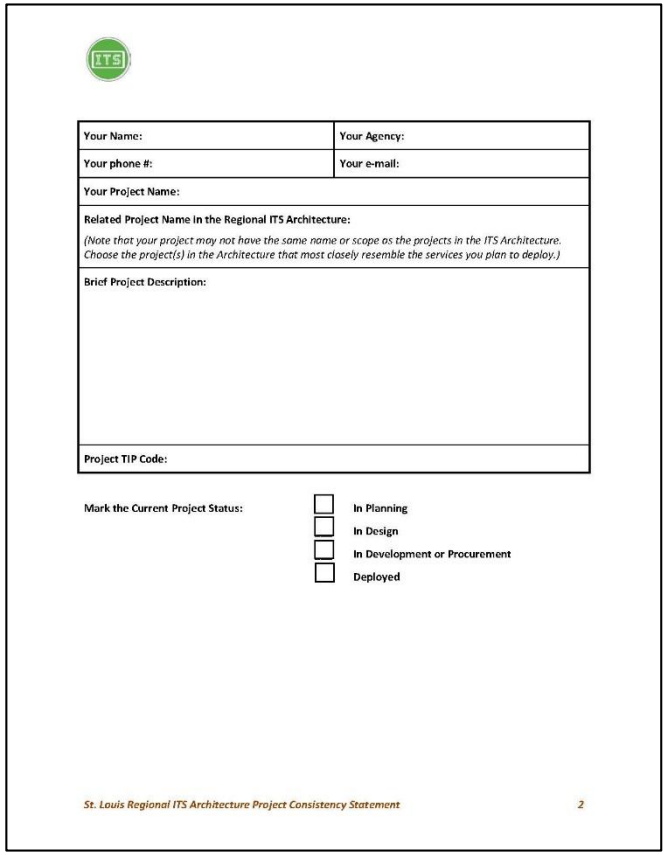
Describe Bike/Ped Elements:	
Sponsoring Agency:	
Project Title:	

Year Used	
Before	After

ITS Architecture Consistency

Include only if project includes new/modified ITS components such as:

- Fiberoptic cable installation/modification
- Signal cabinet work
- Signal optimization
- Traffic signals(coordinated)
- CCTV camera
- Traffic flow detection
- Traffic operation centers
- Other traffic management items in project



Your Name:	Your Agency:
Your phone #:	Your e-mail:
Your Project Name:	
Related Project Name in the Regional ITS Architecture: *(Note that your project may not have the same name or scope as the projects in the ITS Architecture. Choose the project(s) in the Architecture that most closely resemble the services you plan to deploy.)*	
Brief Project Description:	
Project TIP Code:	

Mark the Current Project Status:

- ☐ In Planning
- ☐ In Design
- ☐ In Development or Procurement
- ☐ Deployed

St. Louis Regional ITS Architecture Project Consistency Statement 2

Congestion Management Study

Congestion Management Study (CMS) provides analysis of alternatives for projects that add single occupant vehicle capacity such as:

- New road
- Additional through lanes to existing road

CMS includes strategies such as:

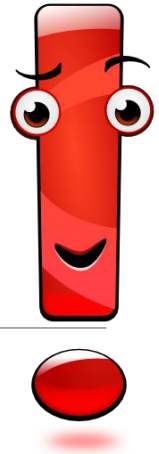
- Travel demand management
- Traffic operational improvements
- Bicycle and pedestrian improvements
- Access management
- Appendix B of Project Development Workbook identifies potential strategies

CMS not required if project entails

- Adding turn lanes to intersection
- Adding two-way turn lane

Strategy Class	Representative Strategies/Measures
Transportation Demand Management (TDM) Measures	Ridesharing (carpool/vanpool) Alternative Work Arrangements (telecommuting, flex-time, compressed work week) Transit and/or Shared Ride Subsidies Parking Management Guaranteed Ride Home Programs
Traffic Operational Improvements	Traffic Signal Improvements (timing improvements, demand-responsive signals, coordinated systems, computerized systems) Roadway geometric improvements (turn lanes, acceleration/deceleration lanes, channelization) Time-of-Day Restrictions (turn restrictions, truck restrictions) Ramp Metering Commercial Vehicle Improvements Construction Management
High Occupancy Vehicle (HOV) Measures	HOV Lane Priority HOV Signal Priority HOV Access Priority (ramp by-pass) Support Facilities and Services (park-and-ride facilities)
Public Transit Capital Improvements	Exclusive Right-of-Way (rail, busways, bus lanes) Bus By-Pass Ramps Fleet Expansion Vehicle Replacement/Upgrades Transit Vehicle Management Systems Park-and-Ride Facilities Mode Change facilities (transit centers, transit rail stations)
Public Transit Operational Improvements	Transit Service Improvements (frequency, stop frequency, vehicle type, operating hours) Transit Routing Changes (modifications, expansion) Transit Coordination/Marketing Transit Information Systems Fare Reductions or Packages Traffic Operations (signal preemption, turnouts, rail crossing coordination)
Bicycle and Pedestrian Improvements	Infrastructure Improvements (bike lanes, paths, sidewalks) Support Services (bike racks and lockers, bike route maps)
Congestion Pricing	Road User Fees Parking Fees
Growth Management Strategies	Land Use Policies/Regulation Design Standards
Access Management	Driveway Control Median Control Frontage Roads
Incident Management	Detections Response Clearance Information/Routing
Intelligent Transportation Systems (ITS)	Advanced Traffic Management Systems (ATMS) Advanced Traveler Information Systems (ATIS) Advanced Public Transportation Systems (APTS) Commercial Vehicle Operations (CVO)

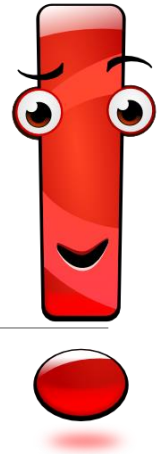
STP-S Changes From Last Year



Bridge application

- Bridge score no longer based on 0-100 scale
- Federal performance based planning requirements look at bridge condition as poor, fair, or good. Scale is 0-9
- Poor condition is 0-4
- Preserve & Maintain Existing System score based on:
  - Deck rating
  - Superstructure rating
  - Substructure rating
  - Culvert score

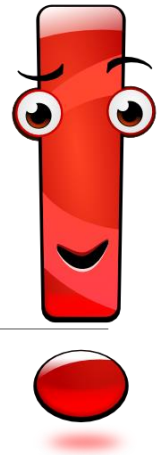
STP-S Changes From Last Year



Bridge application

- Safety score based on length of detour in case of bridge closure
  - See Appendix B of the STP-S Scoring Criteria Guide for calculation details

STP-S Changes From Last Year



Project Extents

- Projects with multiple roads – AADT must be within 15% OR road has same functional classification

Operations & Maintenance

- Form is no longer required to be submitted

Logical termini form/meetings-IL sponsors

- Form/meetings are no longer required
- Sponsor should still coordinate with IDOT if questions on logical termini for project since logical termini determine extents of Project Development Report

Congestion Mitigation and Air Quality Improvement Program

Program Purpose

CMAQ goals

- Fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for:
  - Ozone
  - Carbon monoxide
  - Particulate matter
- St. Louis Region in maintenance or non-attainment for:
  - Ozone

Eligible Activities

- Congestion reduction and traffic flow improvements
- Freight/intermodal
- Transit improvements
- Carpooling and vanpooling
- Public education and outreach activities
  - Must encourage drivers to change transportation choices
- Travel demand management
- Diesel engine retrofits
- Idle reduction
- Bicycle and pedestrian facilities and programs
- Alternative fuels and vehicles
  - CMAQ funds cannot be used for acquisition of police and fire vehicles
  - Public fleet alternative fuel vehicles with dominant transportation function receive full CMAQ participation (i.e. transit buses, incident management patrol)
  - For others, CMAQ funds eligible to pay for difference between acquisition of conventionally fueled vehicle and alternative fueled vehicle
- More eligible activities listed in Appendix A of CMAQ Project Development Workbook
  - An update of eligible activities will be included in the FAQ as more information on the recently passed Infrastructure Investment and Jobs Act of 2021 becomes available

Ineligible Activities

Projects not eligible for CMAQ include:

- Added single occupant vehicle capacity
  - New road
  - Added through lanes to existing road
  - Expansion of road capacity by adding additional traffic lane
- Routine maintenance and rehabilitation projects

Public-Private Partnership

Private funds supplements state and local funds

An eligible agency must be the lead sponsor; private agency must be co-sponsor

- Local match of at least 50% required

Project must have benefit for the general public – emission reductions

Private sector involvement examples include:

- Freight
- Diesel retrofits

Project Type Examples

Examples of CMAQ projects include:

- Intersection improvements
- Two-way turn lane
- Roundabout
- Traffic signal
- Traffic signal synchronization/optimization
- Transit capital
- Bicycle and pedestrian facilities
- Diesel engine retrofit
- Alternative fuel vehicles
- Ride Share promotion
- Projects or programs that shift travel demand to nonpeak hours or other transportation modes

Financial Plan

Federal funds are obligated one time for each phase

Do not program multiple phases in same year

Make sure the date in the schedule is within the federal fiscal year in financial plan

- FY 2024 ROW obligation means ROW approval should be listed between 10/2023 and 9/2024

Do not begin work on federally funded phase of project until authorized by IDOT or MoDOT

EXAMPLE:

FINANCIAL PLAN

Note: *federal participation for a phase of work must not exceed 80% for most projects. Carpool/vanpool marketing & vanpool acquisition activities may be reimbursed up to 100%. Sponsor share of at least 50% is required for public-private partnerships.*

Activity[6]	Starting Federal Fiscal Year[7]	Total Phase Cost	CMAQ Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2023	$ 150,000	$ 120,000	$ 30,000	20.00%
Right-of-Way	FY 2024	$ 100,000	$ 80,000	$ 20,000	20.00%
Construction Engineering	FY 2025	$ 150,000	$ 120,000	$ 30,000	20.00%
Construction / Implementation	FY 2025	$ 1,500,000	$ 1,200,000	$ 300,000	20.00%
TOTAL PROJECT COST		$ 1,900,000	$ 1,520,000	$ 380,000	20.00%

Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:	$380,000 - City

CMAQ Project Checklist

- Located at beginning of CMAQ application
- Application and supplemental information must be submitted in order listed
- Required forms
  - Estimate of Project Costs
  - CMAQdata spreadsheet
- Use forms provided by EWG as required including:
  - ITS Architecture Consistency Statement
- Location map: detail showing project's overall location; 8 ½ x 11
- Other requirements
  - Typical section (before/after) – road projects
  - Traffic engineering analysis – road projects
  - Letter of permission from facility owner (if applicable)
  - Photographs

Note: see checklist in Application Form to review ALL required attachments.

Evaluation

Emission reductions – precursors of ground-level ozone formation

- Volatile organic compounds
- Oxides of nitrogen

CMAQ data spreadsheet

Traffic engineering analysis required for road projects to support data in spreadsheet

EWG uses CMAQ data to estimate emission reductions for project

Cost-effectiveness analysis – emission reductions vs. federal funds requested

CMAQ Data

Download CMAQdata spreadsheet - Complete section that best applies:

- Traffic flow
- Intersection
- Transit bus replacement
- Rideshare
- Bike ped
- Marine Engines

If a tab doesn't match project type -contact EWG staff by **January 13, 2022** for assistance

Enter data in tab best reflects project type (i.e. roundabout uses intersection tab)

Provide peak hour with worst congestion (morning or evening) – road projects

CMAQ Data

Data requirements: current (before) vs proposed (after)

- Before
  - Reflects current conditions/land use
- After
  - Reflects conditions in year of construction
  - Future data must reflect year of construction completion or project open to public
- Traffic engineering analysis required for road projects to support data in spreadsheet
- Seek assistance from EWG staff if large development will be opened prior to year of construction
- Traffic volumes based on future development must be approved by EWG staff. Submit no later than **January 13, 2022**

CMAQ Data Sheet

TRAFFIC FLOW

Title:	Jackson St two way turn lane

Each segment should be one roadway affected by project. Most projects will have only one segment. However, projects with larger influence may include multiple segments. Contact EWG staff to clarify.

For traffic flow projects, vehicle mix assumed to be constant.

Describe Bike/Ped Elements:	sidewalk

Input Data - Year Used	
Before (i.e. 2019)	After (Year of project opening)
2019	2024

Traffic volumes must be based on present conditions/land use. If a large development is scheduled to open prior to the year of construction, the sponsor must provide its methodology to EWG staff no later than January 14, 2021 for approval to use proposed traffic volumes (for after) based on the anticipated development. Exceptions will not be granted to sponsors who miss this deadline and the project application will not be considered further.

	Route	Limit 1	Limit 2
Segment 1	Jackson St	Main St	Morton Ave
Required Input Data / Assumptions	Before	After	Remarks
ADT (veh/day), or			
Peak Hour Volume (veh/hr)	5,000.00	5,000.00	
Section length (mi)	0.25	0.25	
Average speed (mph)	24.30	28.60	not speed limit

Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck

Use Peak Hour Volume for worst peak hour of day (weekday AM or PM)

	Route	Limit 1	Limit 2
Segment 2			
Required Input Data / Assumptions	Before	After	Remarks
ADT (veh/day), or			
Peak Hour Volume (veh/hr)			
Section length (mi)			
Average speed (mph)			not speed limit

Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck

	Route	Limit 1	Limit 2
Segment 3			
Required Input Data / Assumptions	Before	After	Remarks
ADT (veh/day), or			
Peak Hour Volume (veh/hr)			
Section length (mi)			
Average speed (mph)			not speed limit

Vehicle mix assumed to be 55% passenger car, 34% passenger truck, and 11% light commercial truck

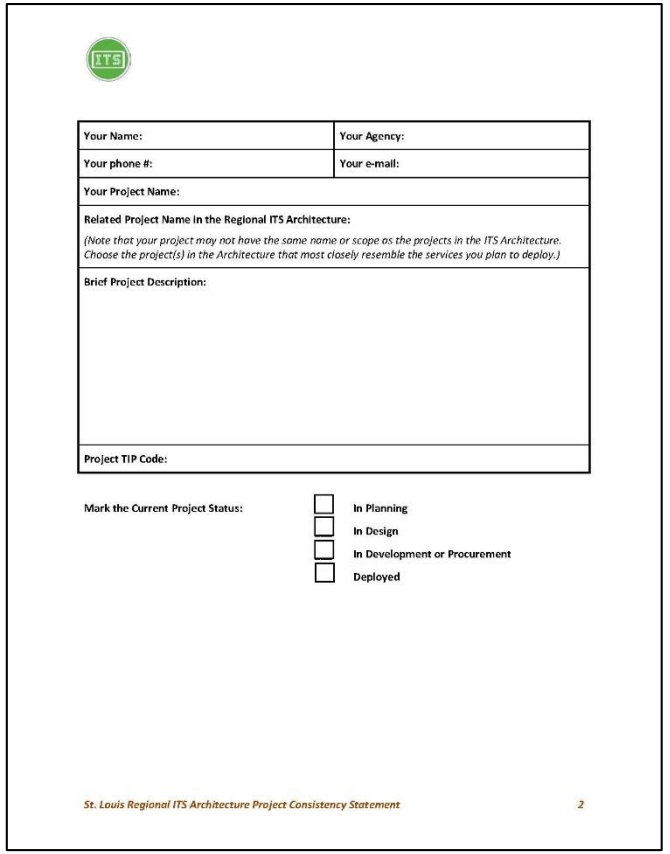
Copy and paste additional segments below (if necessary)

Introduction | Traffic Flow | Intersection | Transit Bus Replacement | Rideshare | Bike Ped | Park n Ride | Marine Engines | Locomotives (Rail)

ITS Architecture Consistency

Include only if project includes new/modified ITS components such as:

- Fiberoptic cable installation/modification
- Signal cabinet work
- Signal optimization
- Traffic signals(coordinated)
- CCTV camera
- Traffic flow detection
- Traffic operation centers
- Other traffic management items in project



Your Name:	Your Agency:
Your phone #:	Your e-mail:
Your Project Name:	
Related Project Name in the Regional ITS Architecture: *(Note that your project may not have the same name or scope as the projects in the ITS Architecture. Choose the project(s) in the Architecture that most closely resemble the services you plan to deploy.)*	
Brief Project Description:	
Project TIP Code:	

Mark the Current Project Status:

- ☐ In Planning
- ☐ In Design
- ☐ In Development or Procurement
- ☐ Deployed

St. Louis Regional ITS Architecture Project Consistency Statement 2

Post-Construction Reporting

Measure effectiveness of CMAQ project

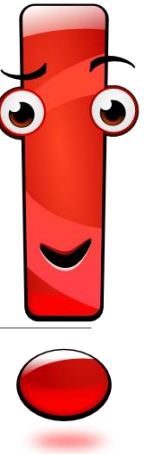
- Goal of Congestion Management Process

Provide data no later than one year after project is open to public and prior to project closeout

- Use same data as from CMAQ data sheet
- Measure conditions after construction
  - Average speed at peak hour
  - Average delay at peak hour
  - # of bicyclists/pedestrians using facility

EWG staff will work with sponsors to make sure correct data provided

CMAQ Changes From Last Year



No substantial changes from last year’s application round

Upcoming Events/Deadlines

- January 6: Preliminary applications due – optional
  - Submit via email: stps@ewgateway.org or cmaq@ewgateway.org
  - Application only – supplemental information not required
  - EWG comments will be returned no later than January 21
- January 14 & 21 – Virtual Project Review Workshop – Missouri Sponsors
- January 19: Virtual Project Review Workshop – Illinois sponsors
  - Registration posted on EWG website in December; meeting 30 minutes for up to two projects
- February 10: (4 PM) – Final applications due

EWG is available to assist project sponsors throughout the application period

Questions?

Jason Lange, TIP Coordinator

East-West Gateway Council of Governments

One Memorial Drive, Suite 1600

St. Louis, MO 63102-2451

E-mail: stps@ewgateway.org or cmaq@ewgateway.org

Note: EWG offices closed to public – Email is best way to contact