

AQ



Air Quality Conformity Determination and Documentation 8-Hour Ozone

DRAFT

FY 2023 - 2026 Transportation
Improvement Program
and Related Amendments to Update
Connected2045,
the Transportation Plan for the
St. Louis Region



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

St. Louis Metropolitan Area

Draft for Public Comment
June 2022



FY 2023–2026 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

East-West Gateway Council of Governments (EWG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America, on the grounds of race, color, or national origin, shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which EWG receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with EWG. Any such complaint must be in writing and filed with EWG's Title VI Coordinator within one hundred eighty (180) calendar days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Nondiscrimination Complaint Form, please see EWG's web site at <http://www.ewgateway.org/TitleVI> or call (314) 421-4220 or (618) 274-2750.

The work that provide the basis of this publication was supported, in part, by a grant provided from the U.S. Department of Transportation, through the Missouri Department of Transportation and the Illinois Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the author and not necessarily those of the Missouri Highways and Transportation Commission, the Illinois Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration.

Executive Summary

This page intentionally left blank.

DRAFT

Executive Summary

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 (considered to be maintenance). Effective August 3, 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. EPA reclassified Jefferson County Missouri and Monroe County Illinois from attainment to marginal non-attainment in July 2021. 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 2023-2026 Transportation Improvement Program and Related Amendments to *Connected2045* Update (FY 2023-2026 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, 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 *Connected2045* Update: Long Range

Executive Summary

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 2023-2026 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.

Table of Contents

	<u>Page</u>
Overview of the Air Quality Transportation Conformity Process	1
1.0 Air Quality Conformity Finding	1
2.0 Background	2
3.0 Conformity Guidelines	2
3.1 Background	2
3.2 Ozone Standard	3
3.2.1 1979 One Hour Ozone Standard	3
3.2.2 1997 Eight-Hour Ozone Standard	3
3.2.3 2008 Eight-Hour Ozone Standard	3
3.2.4 2015 Eight-Hour Ozone Standard	4
3.2.5 Jersey County and the 1997 Eight-Hour Ozone Standard	6
3.3 1997 and 2012 Fine Particulate Matter (PM _{2.5}) Standard	7
3.3.1 Project Level Hot-Spot PM Conformity Determination – Not Required	8
3.4 Carbon Monoxide (CO) Standard	8
3.5 Transportation Conformity Rule	9
4.0 Conformity Determination Process	9
4.1 1997 Eight-Hour Ozone Standard	9
4.2 2008 and 2015 Eight-Hour Ozone Standards	11
4.2.1 State Implementation Plans	11
4.2.2 Regional Emissions Analysis: Budget Tests	13
4.2.2.1 Missouri	13
4.2.2.2 Illinois	14
4.2.3 Conformity Tests: Analysis Years	15
4.2.4 Conformity Tests: Summary	15
4.2.5 Transportation Control Measures	17
4.2.6 Conformity Determination Technical Methodology	17
5.0 Consultation and Public Participation	21
5.1 Consultation Conformity Procedures	21
5.2 When Conformity Analysis Begins	22
5.3 Public Participation	22
Declaration of Conformity for Eight-Hour Ozone	25

Table of Contents

<u>Appendix</u>	Appendix	<u>Page</u>
A.	Transportation Planning Projects	A - 1
B.	Population and Employment Forecasts	B - 1
C.	Travel Demand Modeling Procedures, Assumptions and Forecasts	C - 1
D.	MOtor Vehicle Emissions Simulator (MOVES) Mobile Source Emissions Modeling and Forecasts	D - 1
E.	2008 and 2015 Eight-Hour Ozone Standards Air Quality Conformity Determination	E - 1
F.	MOVES Documentation (Separate Document)	

<u>Table</u>	List of Tables	<u>Page</u>
1.	Motor Vehicle Emissions Budgets – Missouri	14
2.	Motor Vehicle Emissions Budgets - Illinois	15
3.	Conformity Tests for Volatile Organic Compounds and Oxides of Nitrogen (for 2008 Eight-Hour Ozone) - Missouri	19
4.	Conformity Tests for Volatile Organic Compounds and Oxides of Nitrogen (for 2008 Eight-Hour Ozone) - Illinois	19
5.	Conformity Tests for Volatile Organic Compounds and Oxides of Nitrogen (for 2015 Eight-Hour Ozone) - Missouri	20
6.	Conformity Tests for Volatile Organic Compounds and Oxides of Nitrogen (for 2015 Eight-Hour Ozone) - Illinois	20

<u>Figure</u>	List of Figures	<u>Page</u>
1.	St. Louis Non-Attainment Area - 2015 Ozone Standard as of August 2018	4
2.	St. Louis Non-Attainment Area – 2015 Ozone Standard as of July 2021	5

Conformity Process

1.0 Air Quality Conformity Finding

The FY 2023-2026 Transportation Improvement Program and related Amendments to Update to *Connected2045*: Long Range Transportation Plan for the St. Louis Region (FY 2023-2026 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 2023-2026 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. 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 2023-2026 TIP documentation is the subject of a public comment period running from July 1, through August 4, 2022. 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 2023-2026 TIP as related to the 2008 and 2015 eight-hour ozone National Ambient Air Quality Standards (NAAQS or standard). The FY 2023-2026 TIP and related Air Quality Conformity Determination are to be acted on by the East-West Gateway Council of Governments (EWG) on August 31, 2022 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 2023-2026 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.

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. In a separate document Appendix F contains the

Conformity Process

input and output files documentation for the MOtor Vehicle Emissions Simulator (MOVES) mobile source emissions model.

3.0 Conformity Guidelines

3.1 Background

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 (NH₃). 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 PM₁₀ 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

Conformity Process

air quality data to take advantage of conformity flexibilities that are currently only available to ozone areas.

3.2 Ozone Standard

3.2.1 1979 One Hour Ozone Standard

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.

3.2.2 1997 Eight-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.

3.2.3 2008 Eight-Hour Ozone Standard

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

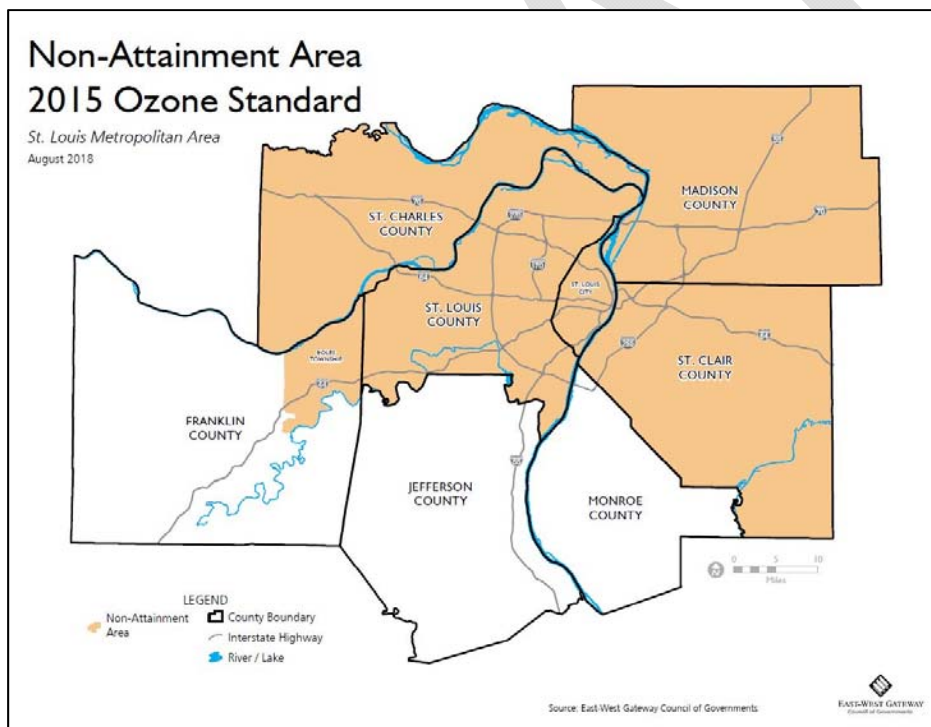
Conformity Process

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. As EPA has not revoked the 2008 ozone standard, Conformity Determination will continue to be performed for the eight-county maintenance area.

3.2.4 2015 Eight-Hour Ozone Standard

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, had until August 3, 2019 to perform a Conformity Determination under this eight-hour ozone standard. The June 2019 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 as of August 2018



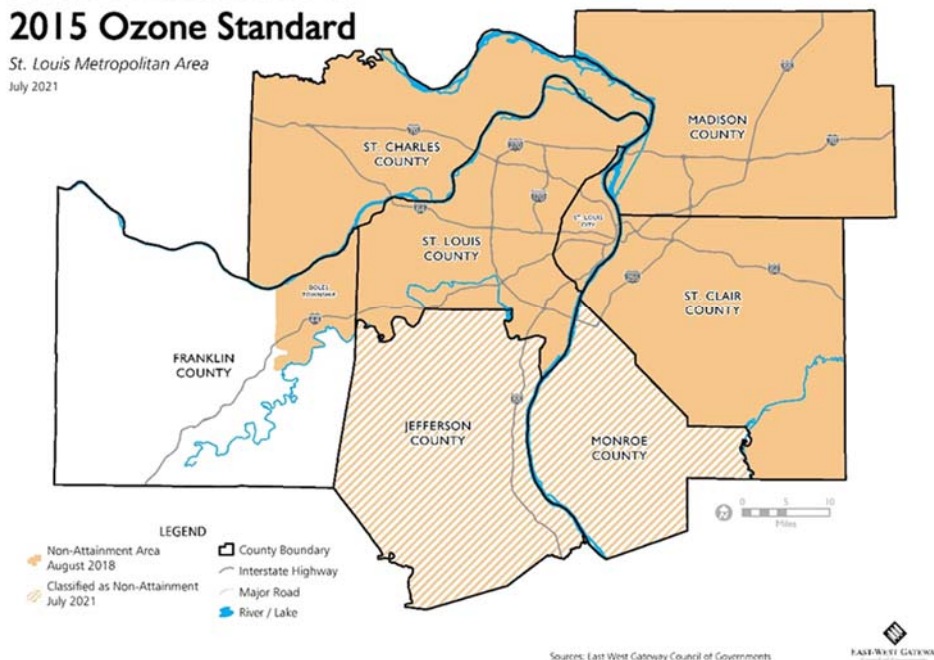
Conformity Process

In a July 10, 2020, decision, the District of Columbia Circuit Court remanded to EPA for further consideration, but did not vacate, their April 30, 2018, 2015 ozone standard attainment designations made for 16 counties associated with nine nonattainment areas located in seven states. St. Louis (MO-IL) is one of the non-attainment areas and Jefferson County Missouri and Monroe County Illinois are included in the 16 counties. As a result of the court decision, EPA has re-evaluated the designations for the remanded counties and associated non-attainment areas using only data and information available at the time of the original designations. On June 14, 2021 EPA published a final rule (effective July 14, 2021) revising the designations for 13 counties associated with six of the affected non-attainment areas from attainment of the 2015 ozone standard to non-attainment and reaffirming the 2018 attainment designation for one county associated with a non-attainment area in Michigan. Jefferson County and Monroe County are now designated as non-attainment for the 2015 ozone standard. (See Figure 2) EWG, as the MPO, had until July 14, 2022 to perform a Conformity Determination for Jefferson and Monroe Counties for the 2015 eight-hour ozone standard. The October 2021 Conformity Determination for the FY 2023-2026 Transportation Improvement Program and related amendments to *Connected2045* Update satisfied the 2015 eight-hour ozone standard conformity determination statutory deadline requirement.

Figure 2 – St. Louis Non-Attainment Area for 2015 Ozone Standard as of July 2021

Non-Attainment Area 2015 Ozone Standard

St. Louis Metropolitan Area
July 2021



On April 8, 2022 MoDNR submitted to EPA the following: a Maintenance Plan for the St. Louis Nonattainment Area for the 2015 Ozone Standard (MO 2015 Standard Maintenance Plan) including 2019 and 2035 motor vehicle emissions budgets; and a Redesignation to attainment

Conformity Process

Request for the Missouri portion of the nonattainment area. These documents are currently under review by EPA.

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 2008 and 2015 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 the 2008 and 2015 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.

3.2.5 Jersey County Illinois and the 1997 Eight-Hour Ozone Standard

Jersey County Illinois 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 by EPA (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

Conformity Process

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 in attainment of the 2008 ozone standard. This court decision was reviewed 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 located 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 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 to be 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 using EPA's November 2018 guidance for orphan areas containing regionally significant projects, such as Jersey County.

3.3 1997 and 2012 Fine Particulate Matter (PM_{2.5}) Standards

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

Conformity Process

for the 1997 standard, the 1997 standard is revoked and conformity requirements no longer apply. These areas are identified as “maintenance (standard revoked)”. An air quality Conformity Determination for the 1997 annual PM_{2.5} standard is no longer needed for long range transportation plan, TIP or at the project-level.

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. This area was identified as “unclassifiable”. The issues leading to EPA’s decision at that time have been resolved. Effective January 28, 2019, EPA approved the request by Illinois to designate the entire state as in attainment for the 2012 standard. Effective July 29, 2019, EPA approved Missouri’s request that the five Missouri counties making up the St. Louis region be classified as attainment for the 2012 standard. Since the area is in attainment of the 2012 annual PM_{2.5} standard, an air quality Conformity Determination for this standard is not needed for long range transportation plan, TIP or at the project-level.

3.3.1 Project Level Hot-Spot PM Conformity Determination – Not Required

Within PM non-attainment or maintenance areas, a transportation project sponsor has to determine, during the NEPA process, if a 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). If a project met this definition, a project-level PM hot-spot Conformity Determination would be required which would be the responsibility of the project sponsor. For example, in 2006 a qualitative PM hot-spot analysis was done by IDOT for the New Mississippi River Bridge project.

Project-level PM hot-spot air quality Conformity Determination for the 1997 annual PM_{2.5} standard is not required as this standard has been revoked by EPA for the eight-county St. Louis region and Baldwin Township in Randolph County Illinois. In addition, since all of Illinois and the Missouri counties making up the St. Louis region have been designated by EPA as in attainment of the 2012 annual PM_{2.5} standard, project-level PM hot-spot air quality Conformity Determination for this standard is not required.

3.4 Carbon Monoxide (CO) Standard

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 first ten-year maintenance plan, The Missouri State Implementation Plan for Carbon Monoxide - St. Louis Metropolitan Area: Maintenance Provisions and Re-designation Request, October 1996, to EPA. The redesignation to attainment request was approved by EPA on March 31, 1999. MoDNR submitted their second ten-year 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. This maintenance 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 Process

conformity without a technical analysis. As of March 29, 2019, the end of the 20-year maintenance period has been reached.

3.5 Transportation Conformity Rule

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 EPA².

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 circuit 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 was under review by EPA, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). FHWA and FTA released interim guidance

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 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.

Conformity Process

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 were 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 located 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 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 attainment for both the 2008 and 2015 ozone standards. Regionally significant projects located in Jersey County have to be part of the Conformity Determination process.

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 South Coast court decision upheld EPA’s revocation of the 1997 ozone standard, a conformity determination for the 1997 ozone standard in orphan areas does not require a regional emissions analysis using the latest emissions model and either the emissions budget test or the interim test. For an orphan area which has a regionally significant project, 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: 1) use of latest planning assumptions for Transportation Control Measures (TCMs) in approved State Implementation Plan (SIP) if TCMs are in that SIP; 2) consultation requirements; 3) timely implementation of any approved SIP TCMs if TCMs are in that SIP; and 4) fiscal constraint.

Through the current Inter Agency Consultation process, the Illinois Department of Transportation (IDOT) indicated that at this time there are no new regionally significant projects in Jersey County which would require a conformity determination to be performed in relation to the 1997 ozone standard as part of the Conformity Determination for the FY 2023 – 2026 TIP.

Conformity Process

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.

The Missouri maintenance area for the 2008 ozone standard consists of: Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis. For this area 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, 2018 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.

The non-attainment area for the 2015 eight-hour ozone standard in Missouri consists of: Jefferson, St. Charles and St. Louis Counties, the City of St. Louis and Boles Township in

Conformity Process

Franklin County. (See Figure 2) 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 EPA-approved motor vehicle emissions budgets or budgets which EPA has found to be adequate for conformity purposes for the 2015 eight-hour ozone standard. 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 found 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 of Madison, Monroe and St. Clair Counties (see Figure 2), 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 and the 2030 motor vehicle emissions budgets from the IL 8-Hour Maintenance Plan for the 2015 standard.

At this time, Illinois does not have EPA-approved motor vehicle emissions budgets or budgets which EPA has found to be adequate for conformity purposes for the 2015 eight-hour ozone standard. 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.

Conformity Process

4.2.2 Regional Emissions Analysis: Emissions Budget Tests

The principal step toward making a Conformity Determination for both the 2008 and 2015 eight-hour ozone standards 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.

4.2.2.1 Missouri

To conduct a Conformity Determination for both the 2008 and 2015 eight-hour ozone standards 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 both the 2008 and 2015 eight-hour ozone standards 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, 2018 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.

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

Conformity Process

Pollutant	2015	2030
	MO Early Progress Plan	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 both the 2008 and 2015 eight-hour ozone standards for the 2025 analysis year 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. To conduct a Conformity Determination for both the 2008 and 2015 eight-hour ozone standards 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 2025 and 2030 Illinois motor vehicle emissions budgets are summarized in Table 2.

Conformity Process

Table 2 Illinois Motor Vehicle Emissions Budgets (US tons per day)		
Pollutant	2025 Illinois 8-Hour Ozone Maintenance Plan for 1997 Standard	2030 Illinois 8-Hour Ozone Maintenance Plan for 2008 Standard
Volatile Organic Compounds (VOC)	5.68	9.05
Oxides of Nitrogen (NO _x)	15.22	16.68

4.2.3 Conformity Tests: Analysis Years

For the FY 2023-2026 TIP the tests detailed in Sections 4.2.2 addressing the 2008 and 2015 eight-hour ozone standards 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.

4.2.4 Conformity Tests for the FY 2023-2026 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 March 29, 2022 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)

2008 Eight-Hour Ozone Standard

Missouri Maintenance Area – Franklin, Jefferson, St. Charles and St. Louis Counties and City of St. Louis

Illinois Maintenance Area – Madison, Monroe and St. Clair Counties

Conformity Process

Analysis Years

- 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

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

2015 Eight-Hour Ozone Standard

Missouri Non-Attainment Area – Jefferson, St. Charles and St. Louis Counties, City of St. Louis and Boles Township in Franklin County

Illinois Non-Attainment Area – Madison, Monroe and St. Clair Counties

Analysis Years

- 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

Conformity Process

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 2025
- “Action” scenario compared with the 2015 motor vehicle emissions budget from the MO Early Progress Plan for 2008 standard for NO_x for 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 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 2023-2026 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

Conformity Process

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. The MOVES model utilizes a number of input files. For this conformity determination changes have been made to the inputs describing the geographic extent of the Missouri vehicle emissions inspection and maintenance (I/M) program. Since 1984 an I/M program has been a part of the State of Missouri's emissions control strategies to address air pollution in the St. Louis area and improve air quality. In 2007 the decentralized Gateway Vehicle Inspection Program (GVIP) began which covered Franklin, Jefferson, St. Charles and St. Louis Counties and the City of St. Louis.

In January 2022, Missouri 10 CSR 10-5.381, Onboard Diagnostic Motor Vehicle Emissions Inspection, was amended to exempt vehicles registered in Franklin County from being subject to the GVIP for St. Louis area. This rule amendment is effective July 1, 2022. The MOVES I/M program inputs for Missouri have been revised to exclude Franklin County. During the 2022 Missouri legislative session Missouri Senate Bill 813 (MO SB 813) was introduced which would repeal section 643.310 of the Revised Statutes of Missouri (RSMo) to exclude Franklin, Jefferson and St. Charles Counties from the GVIP.

EWG staff discussed with MoDNR, EPA Region 7 and the IACG how to address Missouri I/M input options for the MOVES model. Modeling work is to begin in April and the emissions modeling is to be complete by early June. There was uncertainty if SB 813 would pass or not, or if its language would be amended into another bill (as it was to SB 762) and pass by the end of the session in May and then what action the Governor might take. EWG was aware that, if passed, MO SB 813 or SB 762 would change the geographic extent of the Missouri I/M Program. It was agreed that in the emissions model Franklin, Jefferson and St. Charles Counties would be noted as not being part of the I/M program. (A conservative approach similar to what was done in the conformity determination for the FY 2022 – 2025 TIP). The City of St. Louis and St. Louis County would continue to be identified as in the I/M program. This approach would satisfy the federal transportation conformity regulations that the latest planning assumptions had been used in the regional emissions analysis conducted from April 2022 through the beginning of June 2022. MOVES inputs and discussion about the modeling approach utilized can be found in Appendix D. Neither SB 813 nor SB 762 did pass.

The emissions factors from the MOVES model 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 F 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

Conformity Process

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 Maintenance Area (US tons per day)				
Analysis Years	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2015 Budget	Action	2015 Budget
2025	11.36	32.70	16.14	76.70
	Action	2030 Budget	Action	2030 Budget
2030	8.89	22.00	11.93	40.00
2035	7.37	22.00	9.93	40.00
2045	6.42	22.00	9.22	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 Maintenance Area (US tons per day)				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2025 Budget	Action	2025 Budget
2025	5.64	5.68	8.33	15.22
Analysis Year	Action	2030 Budget	Action	2030 Budget
2030	4.25	9.05	6.00	16.68
2035	3.53	9.05	4.96	16.68
2045	3.11	9.05	4.68	16.68
All tests have been passed for all years.				

Conformity Process

Table 5 Regional Emissions Analysis: Conformity Tests - MISSOURI Based on Conformity Requirements for 2015 Eight-Hour Ozone Standard 4 County and 1 Township Non-Attainment Area				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2015 Budget	Action	2015 Budget
2025	10.80	32.70	15.25	76.70
	Action	2030 Budget	Action	2030 Budget
2030	8.44	22.00	11.24	40.00
2035	7.00	22.00	9.33	40.00
2045	6.08	22.00	8.66	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 3 County Non-Attainment Area				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2025 Budget	Action	2025 Budget
2025	5.64	5.68	8.33	15.22
	Action	2030 Budget	Action	2030 Budget
2030	4.25	9.05	6.00	16.68
2035	3.53	9.05	4.96	16.68
2045	3.11	9.05	4.68	16.68
All tests have been passed for all years.				

Consultation and Public Participation

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.

Consultation and Public Participation

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 2023-2026 TIP, the IACG met on January 25, March 29 and May 24, 2022 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 March 29, 2022.

5.3 Public Participation for the FY 2023-2026 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. In addition, the use of a virtual meeting platform is an option. 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

Consultation and Public Participation

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 2023-2026 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 draft Air Quality Conformity Determination and Documentation (8-Hour Ozone) for the FY 2023-2026 TIP will be made available for public review and comment between July 1, 2022 and August 4, 2022 (totaling 35 days). Public review of the FY 2023-2026 TIP and related amendments to *Connected2045* and Air Quality Conformity Determination and Documentation (8-Hour Ozone) will take place through several different means, in person and online. Public open-house style meetings are to take place in July. Persons requiring special accommodations should notify EWG's Title VI Coordinator at least 48 hours prior to an open house at 314-421-4220 or 618-274-2750 or email at titlevi@ewgateway.org. Information about the comment period and meeting schedule can be found on the EWG website, Facebook, Twitter, in the Council's Local Government Briefings electronic newsletter and in local newspapers (St. Louis Post-Dispatch, St. Louis American and others). When available, the public comment period schedule will be included in this document.

At the public open houses, copies of the FY 2023-2026 TIP and Air Quality Conformity Determination and Documentation (8-Hour Ozone), as well as supplemental materials such as tables, charts, and maps, will be available for review, discussion, and comment. These same materials will be available on the virtual public open house page 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.

Comment forms will be available at the public open houses or comments could be submitted by email or mail. Comments on the draft air quality Conformity Determination document must be received or postmarked by Thursday, August 4, 2022. Comments can be sent to TIP@ewgateway.org or East-West Gateway Council of Governments, Attn: TIP at One S. Memorial Drive, Suite 1600, St. Louis, Missouri 63102.

Consultation and Public Participation

Declaration of Conformity for 2008 Eight-Hour Ozone

Based on the analysis, the projects and programs included in the FY 2023-2026 TIP and related amendments to *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 FY 2023-2026 TIP and related amendments to *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 2015 eight-hour ozone standard. This Conformity Determination covers the St. Louis 2015 eight-hour ozone non-attainment area: Jefferson, St. Charles and St. Louis Counties, the City of St. Louis and Boles Township in Franklin County in Missouri; and Madison, Monroe and St. Clair Counties in Illinois.

FY 2023-2026 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

This page intentionally left blank.

DRAFT

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 2023-2026 Transportation Improvement Program (TIP) and related amendments to *Connected2045*. Included in the list are all the projects capable of being modeled from the FY 2023-2026 TIP and related amendments to *Connected2045*. In addition to the projects identified in the plan and TIP the list includes 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*. There are two tables in Appendix A. The tables are sorted by Air Quality classifications: Regionally Significant, Not Regionally Significant, and Exempt.

Table A-1 includes projects that are classified as new to the travel demand model. The projects listed in **Table A-2** were included in the FY 2022-2025 TIP and related amendments to *Connected2045*. These projects reprogrammed or carried over to the FY 2023-2026 TIP.

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 (Jefferson, St. Louis and St. Charles Counties, City of St.

Appendix A

Transportation Planning Projects

Louis and Boles Township in Franklin County, Missouri and Madison, Monroe, and St. Clair Counties, Illinois) the analysis years are 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 2023-2026 TIP	Great Rivers Greenway/ 7224-24/ St. Louis City	Brickline Greenway - North Segment, Phase 1 - Grand: Natl Bridge-Cass; Cass: Grand-Spring; Spring Cass-Page - Shared Use Path - Ln Reduce 4 To 2 W/Twtl	Bikeways - Construction	Principal Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	IDOT/ 7262C-24/ St. Clair	IL 159 Signal - Ludwig Dr/Salem Pl To Longacre Dr/Ashland Ave Advanced Traffic Managment System	Traffic Operations	Principal Arterial	2025	Yes	LOCAL PROJECT APPLICATION FOR CMAQ FUNDING
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 6054A-23/ Jefferson	I-55/US 67 - I-55:1.5 Mi N/O MO Z To 1 Mi S/O US 67; US 67: I-55 To Buck Creek Ro Add Lanes And Bridge Rehabilitations	Mew rpadwaus	Interstate	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7220M-22/ St. Charles	I-64 - I-70 To MO K Capacity Improvements	Adding Through Lanes To Existing Roads	Interstate	2030	Yes	
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7263-25/ St. Louis	MO 180 Signal Optimization - Pennridge Dr To Ogden Ave Optimize 38 Signals Along Corridor	Traffic Operations	Principal Arterial	2030	Yes	
Regionally Significant	FY 2023-2026 TIP	St. Charles County/ 7258A-23/ St. Charles	Jungermann/Salt Lick/Spencer Atspm - Jungermann: MO 364 To Boone H; Salt Lick I-70 To Span Trl Spencer: Premier Pkwy To Willott Rd	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	St. Charles County/ 7258B-23/ St. Charles	Main Street (O'Fallon) Atspm - MO P To Pitman St Signal Optimization	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	St. Charles County/ 7258C-23/ St. Charles	Zumbahl/Elm/Fifth/Kingshwy Atspm - Zum - I-70-Hawks Nest; Elm: Mueller-Elm Pt Kingshwy: Clay-Elm; Fifth: Boones-Jeff	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	St. Clair County/ 6575P-25/ St. Clair	North Green Mount Road - S/O Frank Scott Pkwy To N/O Lebanon Ave Preliminary Engineering - Widening	Adding Through Lanes To Existing Roads	Minor Arterial	2030	Yes	

Appendix A

Transportation Planning Projects

Table A-1 New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Regionally Significant	FY 2023-2026 TIP	St. Louis/ 7246B-23/ St. Louis City	Traffic Management Enhancements, Phase 5 - Delmar: Debaliviere To Vandeventer Fiber - Sidewalk - Ptz Cameras - Interconnection	Traffic Operations	Minor Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	St. Peters/ 7259-23/ St. Charles	Harvester Road - At Queensbrooke Blvd - Replace Signal - Fiber Sidewalk - Queensbrooke To Sugarwood	Traffic Operations	Minor Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7230X-23/ St. Charles	I-70 - Wentzville Pkwy To Warren Co Line Capacity & Operational Improvements	Adding Through Lanes To Existing Roads	Interstate	2030	Yes	
Not Regionally Significant	FY 2023-2026 TIP	East St. Louis/ 7261E-26/ St. Clair	Dr Martin Luther King Jr Dr, Phase 2 - Columbia Pl To State St Resurfacing - Ln Reduction (4 To 2 Lns) - Curb Ramps	Roadway Resurfacing	Major Collector	2030	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Great Rivers Greenway/ 7238A-26/ St. Louis City	Brickline Greenway, North Segment, Phase 2 - Spring Ave - Page Ave To Washington Ave Shared Use Path (12') - Rd Reconfiguration (4-2 Lns)	Bikeways - Construction	Major Collector	2030	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Jefferson County Port Authority/ 7254-25/ Multi-County-M	Marine Vessel Engine Repower - 2025 - Repower One Marine Vessel Serving Mississippi & Missouri River In Non Attainment Area	Air Quality Related Improvement	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Not Regionally Significant	FY 2023-2026 TIP	Lake Saint Louis/ 7235-23/ St. Charles	South Lake Saint Louis Blvd, Phase 1 - Hawk Ridge Crossing To 300' S/O Hawk Ridge Circle Resurface -TWTL - Shared Use Path (10') - Sidewalk (5')	Traffic Operations	Minor Arterial	2030	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Madison County Transit District/ 7226D-25/ Madison	EV Chargers At Park & Ride Lots -	Capital Improvements - Transit	N/A	2030	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Madison County Transit District/ 7226K-26/ Madison	Project Administration - FY 2026	Capital Improvements - Transit	N/A	2030	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Madison County Transit District/ 7226H-24/ Madison	Vehicles (Non-Revenue) - Truck (Expand 1)	Capital Improvements - Transit	N/A	2025	Yes	

Appendix A Transportation Planning Projects

Table A-1 New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Not Regionally Significant	FY 2023-2026 TIP	Madison County Transit District/ 7226I-23/ Madison	Virtualization Infrastructure -	Capital Improvements - Transit	N/A	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Madison County Transit District/ 7226J-24/ Madison	Voip System -	Capital Improvements - Transit	N/A	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7227E-22/ Multi-County-M	Various - At The TMC ITS Operations, Contract Staffing And Professional Services	Intelligent Transportation Systems	N/A	2030	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7227C-23/ Multi-County-M	Various - In The St Louis District Emergency Response Operations	Intelligent Transportation Systems	N/A	2030	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7227F-22/ Multi-County-M	Various - In The St Louis District ITS Asset Management Maintenance And Operations	Intelligent Transportation Systems	N/A	2030	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7227D-22/ Multi-County-M	Various - In The St Louis District ITS Operations, Modot Staff, Equipment Maintenance And TMC Operations	Intelligent Transportation Systems	N/A	2030	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7227H-22/ Multi-County-M	Various - Throughout The St Louis District Atms Maintenance Contract	Intelligent Transportation Systems	N/A	2030	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7227B-23/ Multi-County-M	Various - Throughout The St Louis District ITS Network Support	Intelligent Transportation Systems	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7227I-23/ Multi-County-M	Various - Throughout The St Louis District ITS Network Support	Intelligent Transportation Systems	N/A	2030	No	No Significant Impact On VMT - Operations Budget

Appendix A

Transportation Planning Projects

Table A-1								
New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7227J-23/ Multi-County-M	Various - Throughout The St Louis District ITS Network Support	Intelligent Transportation Systems	N/A	2025	No	No Significant Impact On VMT - Operations Budget
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7227G-22/ Multi-County-M	Various - Throughout The St Louis District ITS System Preservation, Repairs And Upgrades	Intelligent Transportation Systems	N/A	2030	Yes	
Not Regionally Significant	FY 2023-2026 TIP	St. Charles/ 7244B-24/ St. Charles	Regency Parkway - Veterans Memorial Pkwy To Zumbuhl Rd Reconstruct - Upgrade Sidewalks (5') - Two Way Trn Ln	Roadway Reconstruction	Urban Minor Collector	2030	Yes	
Not Regionally Significant	FY 2023-2026 TIP	St. Clair County Transit District/ 7262E-23/ St. Clair	Electrification Of The ATS Vehicle Fleet - Study For Conversion Of Fleet - 3 Charging Stations For Vehicle Fleet	Capital Improvements - Transit	N/A	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	St. Louis County/ 7247A-24/ St. Louis	Big Bend Road - 2026 - Elm Ave To I-44 Resurfacing - Sidewalk Upgrades - Ln Reduction (4 To 2)	Roadway Resurfacing	Minor Arterial	2030	Yes	
Exempt - 93.127	FY 2023-2026 TIP	Arnold/ 7231B-23/ Jefferson	Richardson Road - At Old Lemay Ferry Rd Intersection Realignment - Left Turn Lane	Traffic Operations	Major Collector	2025	Yes	
Exempt - 93.127	FY 2023-2026 TIP	MoDOT/ 7230D-23/ St. Louis City	I-64 - Kingshighway To Jefferson (Partial) Bridge Rehabilitation/ Reconfigure Ramps	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.127	FY 2023-2026 TIP	MoDOT/ 7229F-23/ St. Charles	I-64 - At The I-70 Interchange(Phase I) Interchange Improvements	Traffic Operations	Interstate	2030	Yes	
Exempt - 93.127	FY 2023-2026 TIP	MoDOT/ 7256-23/ St. Louis	MO 141 - At I-64 Interchange Improvements To Off Ramps	Traffic Operations	Expressway	2025	Yes	
Exempt - 93.127	FY 2023-2026 TIP	O'Fallon/ 7242B-24/ St. Charles	MO N - At MO K Add Dual Left Turn Lanes	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	FY 2023-2026 TIP	Shiloh/ 7262H-23/ St. Clair	Green Mount Rd - At Frank Scott Pkwy (Intersection Impr To Nb Grm Mt Signal Optimization Along Green Mount And Frank Scott	Traffic Operations	Minor Arterial	2030	Yes	
Exempt - 93.127	FY 2023-2026 TIP	St. Clair County/ 7262I-23/ St. Clair	Old Collinsville Road - At Lebanon Ave Right Turn Lane	Traffic Operations	Minor Arterial	2025	Yes	
Exempt - 93.127	FY 2023-2026 TIP	St. Louis County/ 7247J-23/ St. Louis	Milburn Road - At Yaeger Rd Roundabout - Sidewalks	Traffic Operations	Major Collector	2025	Yes	
Exempt - 93.127	FY 2023-2026 TIP	Wentzville/ 7260-23/ St. Charles	Pearce Blvd - At Linn Ave Traffic Signal	Traffic Operations	Minor Arterial	2025	Yes	

Appendix A

Transportation Planning Projects

Table A-1								
New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.127	FY 2023-2026 TIP	Wildwood/ 7251-25/ St. Louis	MO 100 J-Turns - At Pond Rd And MO T/St. Albans Rd Construct J-Turns	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Arnold/ 7231A-26/ Jefferson	Pomme Road - Lonedell Rd To Rockview Ln Reconstruction - Sidewalk (5')	Roadway Reconstruction	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Belleville/ 7261A-26/ St. Clair	West Main Street - 2026 - 28th St To 37th St Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Bethalto/ 7261B-26/ Madison	Erwin Plegge Expwy, Phase 1 - Old Bethalto St To Ashbrook St Resurfacing	Roadway Resurfacing	Minor Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Bi-State Development/Metro/ 7232C-25/ Multi-County-M	Bus Replacement - 2025 (A) - Replace 10 Buses	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Bi-State Development/Metro/ 7232D-23/ Multi-County-M	Bus Replacement - 2025 (B) - Replace 10 Buses	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Bi-State Development/Metro/ 7262A-25/ St. Clair	Bus Replacement - Sectd - 2025 (A) - Replace Three Buses	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Bi-State Development/Metro/ 7262B-25/ St. Clair	Bus Replacement - Sectd - 2025 (B) - Replace Three Buses	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Bi-State Development/Metro/ 7232A-26/ Multi-County-M	Call-A-Ride Vehicle Replacement - 2026 (A) - Replace Nine Call-A-Ride Vans	Capital Improvements - Paratransit	N/A	2030	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Bi-State Development/Metro/ 7232B-26/ Multi-County-M	Call-A-Ride Vehicle Replacement - 2026 (B) - Replace Nine Call-A-Ride Vans	Capital Improvements - Paratransit	N/A	2030	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Bi-State Development/Metro/ 7264P-23/ Multi-County-M	Project Administration - Project Administration For 5310 Projects FY 22	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance

Appendix A Transportation Planning Projects

Table A-1 New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.126	FY 2023-2026 TIP	Bi-State Development/Metro/ 7264L-23/ Multi-County-M	Wayfinding Technology And Outreach -	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Chesterfield/ 7233-26/ St. Louis	Wilson Avenue - Wild Horse Creek Rd To 1200' South Of Walnut Hill Farm Dr Reconstruct/Resurface - Shoulders - Shared Use Path (8')	Roadway Reconstruction	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Citizens For Modern Transit/Bi-State/ 7253-23/ Multi-County-M	Building Transit Ridership - Stl City And Stl County - Education & Outreach Employer Outreach Two Year Program	Air Quality Related Improvement	N/A	2025	No	Transit Education/ Marketing
Exempt - 93.126	FY 2023-2026 TIP	City Seniors/ 7264A-23/ St. Louis City	Vehicle Aquisition - One Lowered Floor Minivan	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Collinsville / 7261C-26/ Madison	Summit Avenue, Phase 2 - Alco Dr To Dooner Dr Resurfacing - Shared Use Path (10') - Sidewalk (5-6')	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Community Living/ 7264B-23/ St. Charles	Vehicle Aquisition - Three Medium Roof Long Conversion Vans And One High Roof Long Conversion Van	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Dardenne Prairie/ 7234-23/ St. Charles	Town Square Road - Winghaven Blvd To W City Limit (Near Technology) Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Disability Resource Association / 7264M-23/ Jefferson	Operating Assistance - Two Years Operating Expenses	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt - 93.126	FY 2023-2026 TIP	Disability Resource Association / 7264C-23/ Jefferson	Vehicle Aquisition - One Minivan And Three Lowered Floor Minivans	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	East Alton/ 7261D-26/ Madison	St. Louis Avenue, Phase 1 - Broadway To Cotter St (Village Limits) Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2030	Yes	

Appendix A

Transportation Planning Projects

Table A-1 New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.126	FY 2023-2026 TIP	Easterseals Midwest/ 7264D-23/ Multi-County-M	Vehicle Aquisition - One Minivan And One Lowered Floor Minivan	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Emmaus Homes/ 7264E-23/ St. Charles	Vehicle Aquisition - Two Lowered Floor Minivans	Capital Improvements - Transit	N/A	2025	No	
Exempt - 93.126	FY 2023-2026 TIP	Eureka/ 6898-22/ St. Louis	Allenton Road Bridge - Over Union Pacific Railroad Replace Bridge - Shared Use Path (8')	Bridge Reconstruction/Rehab	Urban Minor Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Fairmont City/ 7261F-26/ St. Clair	Cookson Road - Collinsville Rd To 45th St Resurfacing - Curb Ramps - Bulb Outs - Sw @ 37th	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Florissant/ 7236-23/ St. Louis	Mullanphy Road, Phase 2 - Shackelford Rd To Fernbrook Dr Resurfacing - Sidewalk (Fernbrook To Loveland-5')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Florissant/ 7264Q-23/ St. Louis	Operating Assistance - One Year Operating Expenses	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt - 93.126	FY 2023-2026 TIP	Florissant/ 7264R-23/ St. Louis	Vehicle Acquisition - Two Wide Body Cutaways	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Franklin County/ 7237A-25/ Franklin	Calvey Creek Road Bridge - Over Brady Creek Replace Bridge	Bridge Reconstruction/Rehab	Local Road	2025	No	Local Road - Not Included in Modeling Network
Exempt - 93.126	FY 2023-2026 TIP	Franklin County/ 7237B-25/ Franklin	Kiel-Lyon Road Bridge - Over Bucklick Creek Replace Bridge	Bridge Reconstruction/Rehab	Local Road	2025	No	Local Road - Not Included in Modeling Network
Exempt - 93.126	FY 2023-2026 TIP	Godfrey/ 7261G-26/ Madison	Tolle Lane, Phase 2 - Union Pacific RR Tracks To Humbert Rd Pavement And Joint Repairs - Upgrade Sidewalks (6')	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Granite City/ 6557C-23/ Madison	Grigsby Intermediate School Srts - Cargill Rd: Pontoon Rd To Raes Creek Dr Ne Corner School To Pontoon Rd - Sidewalk	Pedestrian Facilities - Construction	Local Road	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2023-2026 TIP	Granite City/ 7261H-26/ Madison	Madison Avenue, Phase 2 - 25th St To 27th St Resurfacing - Upgrade Sidewalks - Curb/Gutter	Roadway Resurfacing	Minor Arterial	2030	Yes	

Appendix A

Transportation Planning Projects

Table A-1 New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.126	FY 2023-2026 TIP	Great Rivers Greenway/ 7238B-25/ Multi-County-M	Deer Creek Greenway - Big Bend Blvd To River Des Peres Greenway (At McCausland) - Shared Use Path	Bikeways - Construction	Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2023-2026 TIP	Hazelwood/ 7239-24/ St. Louis	Teson Road - Howdershell Rd To Aubuchon Rd Resurfacing - Sidewalk(5') - Chatilion To Teson Garden	Roadway Resurfacing	Urban Minor Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Independence Center/ 7264F-23/ Multi-County-M	Vehicle Aquisition - One Lowered Floor Minivan And Two High Roof Long Conversion Vans	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Itn Gateway St. Charles/ 7264N-23/ St. Charles	Operating Assistance - One Year Operating Expenses	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt - 93.126	FY 2023-2026 TIP	Jefferson County/ 7240A-25/ Jefferson	Antire Road - 2026 - Brookside Dr To Laurel Ln Overlay - Shoulders (4') - Rumble Strips	Traffic Operations	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Jefferson County/ 7240B-25/ Jefferson	Brennan Road - Eagle Dr To Little Brennan Rd Shoulders (4') - Overlay - Rumble Strips	Traffic Operations	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Jefferson County/ 7240C-25/ Jefferson	East Rock Creek Road - Gary Rd To Old Lemay Ferry Rd - Realign At Ehlers Overlay - Shoulders (4') - Rumble Strips	Traffic Operations	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Jefferson County/ 7240D-25/ Jefferson	Fifth-Fourth-Beckett Streets - 5th: High-Beckett; Beckett: 5th-4th; 4th: Beck-Market Sidewalk (6'-8') - Shared Use Path (10') - Lighting	Pedestrian Facilities - Construction	Major Collector	2030	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2023-2026 TIP	Jefferson County/ 7240E-25/ Jefferson	Konert Road - Konert Valley Rd To Breezy Oak Ln Overlay - Shoulders (4') - Rumble Strips	Traffic Operations	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Lifebridge/ 7264G-23/ Multi-County-M	Vehicle Aquisition - Two Minivans	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Loop Trolley TDD/ 7255-23/ Multi-County-M	Loop Trolley Operating Assistance - Funding For Two Years	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance

Appendix A Transportation Planning Projects

Table A-1 New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.126	FY 2023-2026 TIP	Madison County/ 6574T-25/ Madison	Lee Road - Over Sugar Creek Replace Bridge	Bridge Reconstruction/Rehab	Local Road	2025	No	Local Road - Not Included in Modeling Network
Exempt - 93.126	FY 2023-2026 TIP	Madison County Transit District/ 7226A-23/ Madison	ADA Bus Stop Improvements And Shelters -	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Madison County Transit District/ 7262D-23/ Madison	Alternative Transportation Program - Marketing And Outreach To Increase Transit Usage Targeting: Employers/Siue Students/Public	Air Quality Related Improvement	N/A	2025	No	Transit Education/Marketing
Exempt - 93.126	FY 2023-2026 TIP	Madison County Transit District/ 7226B-23/ Madison	Base Safety, Security, IT -	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Madison County Transit District/ 7226C-23/ Madison	Comprehensive Facilities Video Surveillance -	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Madison County Transit District/ 7226E-24/ Madison	Maintenance Facility - Inground Vehicle Lift Replacement	Capital Improvements - Transit	N/A	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Madison County Transit District/ 7226F-26/ Madison	Preventative Maintenance - FY 2026	Capital Improvements - Transit	N/A	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Madison County Transit District/ 7226G-23/ Madison	Radio Communications System -	Capital Improvements - Transit	N/A	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Manchester / 7241-23/ St. Louis	Hanna Road, Phase 2 - Brookvale Terrace To Big Bend Rd Sidewalk Upgrade (5-6') - Overlay	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Metro East Transit District/ 6995F-23/ Multi-County-I	Vehicle Acquisition - Medium Duty Vehicle Includes \$13,400 Trans. Development Credit	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Appendix A

Transportation Planning Projects

Exempt - 93.126	FY 2023-2026 TIP	Metro East Transit District/ 6995G-23/ Multi-County-I	Vehicle Acquisition - Medium Duty Vehicle Includes \$13,400 Trans. Development Credit	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227T-23/ St. Charles	Huster Road (MO 370 OR) - South Of Fountain Lakes Blvd To Hayford Rd Pavement Resurfacing	Roadway Resurfacing	Local Road	2025	No	Local Road - Not Included in Modeling Network
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230C-23/ St. Louis	I-170 - At I-270 -- Wb I-170 To To Eb I-270 Ramp Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7171U-22/ St. Louis	I-170 - At Ladue, Galleria, Clayton, Brentwood & Forest Park Parkway Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227A-23/ St. Louis	I-170 - On Ramp From Eb I-270 To Eb I-170 Bridge Replacement	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229S-23/ St. Louis	I-255 - I-55 To The Mississippi River Pavement Preservation Treatment	Roadway Resurfacing	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7171Z-22/ St. Louis	I-270 - At MO AC Culvert Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229C-23/ St. Louis	I-270 - Between I-44 And I-55 Bridge Rehabilitations	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227W-23/ St. Louis	I-270/Dunn Rd - I-270: MO 367 To Lilac Ave; Dunn Rd: MO 367 To Riverview Dr Bridge Replacements And Rehabilitations, Pavement Resurfacing, Upgrade Sign	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227X-23/ St. Louis	I-270/MO 370 - I-270/MO Bottom Ramps: At Ns Rr; MO 370: At Norfolk Southern Bridge Rehabilitations	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228N-23/ Franklin	I-44 - Crawford County Line To MO 30 Pavement Resurfacing	Roadway Resurfacing	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229B-23/ St. Louis	I-44 - At Lindbergh Blvd, Berry Rd, And Elm Ave Bridge Rehabilitations	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227V-23/ Franklin	I-44 - At US 50, MO AH, And Outer Road 44 Bridge Rehabilitations	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230O-23/ Franklin	I-44/MO VV/ MO UU - At Rohlffing Cr, MO UU At Buesher Cr, I-44 At Br Of Bourbeuse R Culvert Rehabilitation	Bridge Reconstruction/Rehab	Local Road	2025	No	Local Road - Not Included in Modeling Network
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229J-23/ Jefferson	I-55 - MO M To MO Z Bridge Rehab, Resurfacing, & Upgrade Guardrail	Roadway Resurfacing	Interstate	2025	Yes	

Appendix A

Transportation Planning Projects

Table A-1								
New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227L-23/ Multi-County-M	I-55 - Various Bridges In Jefferson & Franklin County Bridge Deck Sealing	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229L-23/ St. Louis City	I-64 - Sarah Street To 21St Street Pavement Resurfacing Upgrade Guardrail And ADA Transition Plan Improvements	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7216C-22/ St. Louis	I-64 - At I-170 Ramps Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229T-23/ St. Louis	I-70 - 0.24 Miles W/O Goodfellow Blvd To Kingshighway Pavement Resurfacing/Treatment & Upgrade Guardrail	Roadway Resurfacing	Interstate	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229G-23/ St. Louis	I-70 - Missouri River To US 67 (Lindbergh) Corridor Improvements	Traffic Operations	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228K-23/ Franklin	MO 100 - Dubois Creek To MO At Pavement Resurfacing, Pavement Repairs, And Upgrade Guardrail	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228L-23/ Franklin	MO 100 - MO AT To 0.7 Miles East Of MO Oo Pavement Resurfacing/Repairs & Upgrade Guardrail	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229R-23/ St. Louis City	MO 100 - St Louis City Limits To I-44 Pavement Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229I-23/ Franklin	MO 100 - MO M To Old Highway 100 Bridge Rehabilitation	Bridge Reconstruction/Rehab	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7217M-22/ Franklin	MO 100 - MO OO To 0.8 Miles E/O MO 109 Pavement Resurfacing And Safety Improvements	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229V-23/ St. Louis	MO 109 - MO CC To MO 100 Pavement Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229P-23/ Jefferson	MO 110/US 61 - MO 110: Over Upr & Joachim Cr; US 61 Over Rock Cr Bridge Rehabilitations	Bridge Reconstruction/Rehab	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229W-23/ St. Louis	MO 141 - 0.1 Miles N/O St Lukes Hospital Rd To I-64 Pavement Resurfacing	Roadway Resurfacing	Expressway	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228D-23/ St. Louis	MO 141 - Rider Trail South To South Riverport Dr Pavement Resurfacing	Roadway Resurfacing	Expressway	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228A-23/ St. Louis	MO 141 - Over MO 370, At Taussig Ave, W St Louis Mills Blvd Bridge Rehabilitations And Painting	Bridge Reconstruction/Rehab	Expressway	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227S-23/ St. Louis	MO 141 - At Casino Center Drive Intersection Drainage Upgrades	Traffic Operations	Expressway	2025	Yes	

Appendix A

Transportation Planning Projects

Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230B-23/ Franklin	MO 185 - MO 100 To US 50 Pavement Preservation Treatment	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228T-23/ Jefferson	MO 21 - MO B To Washington County Line Pavement Resurfacing And Upgrade Guardrail	Roadway Resurfacing	Principal Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228R-23/ Jefferson	MO 231 - Meramec River To US 61 Pavement Resurfacing And Upgrade Guardrail	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229Y-23/ St. Louis	MO 30 - MO 141 To St Louis City Limits Pavement Resurfacing	Roadway Resurfacing	Expressway	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229U-23/ St. Louis	MO 340 - I-270 To End Of State Maintenance (Ucity) Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229E-23/ St. Charles	MO 364 - At MO K Pavement Repair	Roadway Resurfacing	Expressway	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229A-23/ St. Louis	MO 364 - Disconnected Sections Of MO 364, I-64 OR, MO 370, I-44 OR & US 50 Pavement Repairs	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228F-23/ St. Louis	MO 364 - At I-270 Bridge Rehabilitation	Bridge Reconstruction/Rehab	Expressway	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230G-22/ St. Louis	MO 364 - I-270 Ramp To Bennington Place Drainage Upgrades	Traffic Operations	Expressway	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7216W-22/ Multi-County-M	MO 370 - Over The Missouri River Bridge Rehabilitation	Bridge Reconstruction/Rehab	Expressway	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228I-23/ Franklin	MO 47 - 0.1 Mile North Of Missouri Ave To MO 100 Pavement Resurfacing & Upgrade Guardrail	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227Q-23/ St. Charles	MO 79 - At Various Locations In St Charles County Bridge Rehabilitations	Bridge Reconstruction/Rehab	Minor Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227M-23/ St. Charles	MO 94 - Bnsf Railway To MO H/J Pavement Resurfacing And Upgrade Guardrail	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229K-23/ Jefferson	MO A - Collins Road To US 61 Pavement Resurfacing & Replace Signals	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228G-23/ Franklin	MO AP - MO NN To End Of Maintenance Pavement Resurfacing	Roadway Resurfacing	Rural Minor Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229X-23/ St. Louis	MO BA - MO 109 North To MO 109 South Pavement Resurfacing	Roadway Resurfacing	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228P-23/ Jefferson	MO C - MO B To MO Y Pavement Resurfacing/ Repairs & Upgrade Guardrail	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228Q-23/ Jefferson	MO CC - US 67 To MO 110 Pavement Resurfacing & Upgrade Guardrail	Roadway Resurfacing	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

Table A-1								
New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228C-23/ St. Louis	MO D - US 67 To I-170 Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227K-23/ St. Louis	MO D - West Of Pennsylvania Ave To St Louis City Limits Pavement Resurfacing And ADA Transition Plan Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7220V-22/ St. Charles	MO D - Culvert Replacement 0.4 Miles E/O MO T	Bridge Reconstruction/Rehab	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228J-23/ Multi-County-M	MO F - Pacific Street To MO O Pavement Resurfacing And Upgrade Guardrail	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229H-23/ Franklin	MO K - At Meramec River & 2 Locations Over Brush Cr Bridge Rehabilitation And Replacements	Bridge Reconstruction/Rehab	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228S-23/ Multi-County-M	MO NN - MO O To MO 30 Pavement Resurfacing And Upgrade Guardrail	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228M-23/ Franklin	MO O - MO AT To 0.2 Miles North Of Phelan Farm Rd Pavement Resurfacing /Repairs & Upgrade Guardrail	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228O-23/ Jefferson	MO P - MO A To MO 110 Pavement Resurfacing/Repairs & Upgrade Guardrail	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228U-23/ Jefferson	MO PP - Byrnes Mill Road To MO 30 Pavement Resurfacing/Repairs & Upgrade Guardrail	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228H-23/ Franklin	MO PP - MO 30 To End Of State Maintenance Pavement Resurfacing And Upgrade Guardrail	Roadway Resurfacing	Rural Minor Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7229N-23/ Jefferson	MO T - At Plattin Creek Bridge Rehabilitation	Bridge Reconstruction/Rehab	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7219P-22/ St. Charles	MO Y - Flatwoods Road To MO 79 Pavement Treatment	Roadway Resurfacing	Rural Minor Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 6852P-18/ Franklin	MO YY - MO Y To MO 185 Pavement Repair & Guardrail Upgrades	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227N-23/ St. Charles	MO Z - MO N To MO D Pavement Resurfacing And Upgrade Guardrail	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227O-23/ St. Charles	North I-64 Outer Road/MO N - I-64 Or: Warsen-Wolfrum; MO N: Spring Borough-La Le Dr Resurfacing, Guardrail, & ADA Transition Plan Improvements	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7220Q-22/ St. Charles	OR 70 - W/O Executive Centre Pkwy To Cave Springs Rd Pavement Rehabilitation	Roadway Resurfacing	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

Table A-1 New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7264K-23/ Multi-County-M	Project Administration - Project Administration For 5310 Projects FY 22	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228W-23/ Franklin	US 50 - Gasconade Co. Line To MO C; MO BB To Independence Dr Pavement Resurfacing/Repairs, And Upgrade Guardrail	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 5307A-11/ Franklin	US 50 - West Of MO At To I-44 Intersection Improvements (Bridge A6361)	Traffic Operations	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227U-23/ St. Charles	US 61 - At MO W, North Point Prarie Rd, Mchugh Rd, & Timber Trace Dr Intersection Safety Upgrades.	Traffic Operations	Expressway	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7227P-23/ St. Charles	US 61 Outer Road - Pitman Avenue To End Of State Maintenance Pavement Resurfacing	Roadway Resurfacing	Rural Minor Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7228E-23/ St. Louis	US 67 - I-270 To Missouri Bottom Rd Pavement Resurfacing And Signal Upgrades	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7220A-22/ St. Louis	US 67 - MO AC To Candle Light Lane Pavement Resurfacing & ADA Upgrades	Roadway Resurfacing	Principal Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230E-26/ St. Charles	US 67 - On The Clark Bridge Over Mississippi R Payment To Idot For Bridge Deck Sealing	Bridge Reconstructi on/Rehab	Expressway	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7220Z-22/ St. Louis	US 67 - Bridge Rehabilitation Over Coldwater Creek And Lynn Haven Lane	Bridge Reconstructi on/Rehab	Principal Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230I-23/ Multi-County-M	Various - At Various Major Route Locations In The St Louis District Job Order Contracting For Concrete Pavement Improvements	Roadway Reconstructi on	N/A	2030	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230H-23/ Multi-County-M	Various - In The St Louis District Job Order Contracting For Asphalt Pavement Improvements	Roadway Resurfacing	N/A	2030	No	No Significant Impact On VMT - Maintenance At Various Locations
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230J-23/ Multi-County-M	Various - At Various Locations In The St Louis District Job Order Contracting For Fence Repairs	Traffic Operations	N/A	2030	No	No Significant Impact On VMT - Off Roadway

Appendix A Transportation Planning Projects

Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230K-23/ Multi-County-M	Various - At Various Locations In The St Louis District Job Order Contracting For Guard Cable Repair	Traffic Operations	N/A	2030	No	No Significant Impact On VMT - Off Roadway
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230L-23/ Multi-County-M	Various - At Various Locations In The St Louis District On Call Work Zone Enforcement	Traffic Operations	N/A	2030	No	No Significant Impact On VMT - Off Roadway
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7230F-22/ Multi-County-M	Various - In Jefferson And Franklin Counties Upgrade Lighting	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 6991Z-20/ Multi-County-M	Various - Various Routes In Sl District ADA Transition Plan Improvements	Pedestrian Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/ 7219H-22/ St. Louis City	West Florissant (Near I-70) - Over Terra West Belt Railroad Bridge Rehabilitation	Bridge Reconstruction/Rehab	Minor Arterial	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	MoDOT/American Lung Association / 7257-23/ Multi-County-M	St. Louis Regional Clean Air Partnership - Metro St. Louis Area - Outreach - Education - Promotion Of Gateway Guide - Ozone Alert	Air Quality Related Improvement	N/A	2025	No	Education/Marketing
Exempt - 93.126	FY 2023-2026 TIP	Monroe County/ 6574N-25/ Monroe	Old Rt 156 - Over Dennis Hollow At Cemetery In Old Valmeyer Replace Bridge	Bridge Reconstruction/Rehab	Rural Minor Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Northside Youth & Senior Services/ 7264O-23/ St. Louis City	Operating Assistance - Three Years Operating Expenses & Gps/Navigation System	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt - 93.126	FY 2023-2026 TIP	Northside Youth & Senior Services/ 7264H-23/ St. Louis City	Vehicle Aquisition - One Wide Body Cutaway, One High Roof Long Conversion Van, And One 15-Passenger Van	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	O'Fallon/ 7242A-24/ St. Charles	Egging Drive - St. Matthew Ave To Sonderen St Reconstruction - Upgrade Sidewalk (6')	Roadway Reconstruction	Urban Minor Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	O'Fallon/ 7261I-26/ St. Clair	State St & Lincoln Ave - State St: Jackson Dr To Smiley St; Lincoln Ave: Willow Dr To State St - Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2030	Yes	

Appendix A

Transportation Planning Projects

Exempt - 93.126	FY 2023-2026 TIP	Pacific/ 7243-23/ Franklin	Fourth Street - W. Osage St To Denton Rd Resurfacing - Curb-Gutter - Upgrade Sidewalks (5')	Roadway Resurfacing	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Ponybird/ 7264I-23/ Jefferson	Vehicle Aquisition - One Lowered Floor Minivan	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	Sauget/ 7261J-26/ St. Clair	Mousette Lane Lighting - 1-255 To 250' N/O Carol St Lighting - Pavement Repairs	Traffic Operations	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Charles/ 7244A-23/ St. Charles	2nd St Great Streets - Clark St To Bayard St Upgrade Sidewalks (10') - Pervious Pavers	Bikeways - Construction	Principal Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Charles County/ 7245A-26/ St. Charles	Asphalt Overlay - 2026 (A) - Dingedline: Southgate-Towers; Sections Of N Pt Prairie Old 79: MO M To MO 79; S River: Arena-Pralle	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Charles County/ 7245B-25/ St. Charles	Duello Road, Phase 2 - Peruque Creek Bridge To 430' S/O Columbia Downs Dr Reconstruction - Sidewalk (5') - Shoulders (6')	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Charles County/ 7245C-25/ St. Charles	Hepperman Road, Phase 2 - MO N To Golf Club Dr Reconstruct - Shoulders (4') - Shared Use Path (10')	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Charles County/ 7245D-25/ St. Charles	Hopewell Road - Old Hopewell Rd To 1000' S/O Diehr Rd Reconstruct - Shoulders (6') - Shared Use Path (10')	Roadway Reconstruction	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Clair Assoc. Vocational Enterprises/ 6995H-23/ Multi-County-I	Vehicle Acquisition - Medium Duty Vehicle Includes \$8,663 Trans. Development Credit	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	St. Clair County/ 6575R-25/ St. Clair	Concordia Church Road - IL 163 To Frank Scott Pkwy Shoulders	Traffic Operations	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Clair County/ 7261K-26/ St. Clair	Sullivan Drive - Huntwood Rd To IL 161 Overlay	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Clair County/ 6575Q-25/ St. Clair	Sullivan Drive, Phase 2 - S/O Frank Scott Pkwy To Huntwood Dr Resurfacing	Roadway Resurfacing	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

Exempt - 93.126	FY 2023-2026 TIP	St. Clair County Transit District/Community/7262F-23/St. Clair	Community Initiatives & Engagement For Transit - Education On Microtransit Replacing #14 Rt; Community Education, And Social Marketing Outreach	Air Quality Related Improvement	N/A	2025	No	Transit Education/Marketing
Exempt - 93.126	FY 2023-2026 TIP	St. Louis/7246C-25/St. Louis City	CORTEX -Tower Grove Connector, Phase 2 - Sarah St: Forest Park Ave To Vandeventer Cycle Track (10') - Upgraded Signals	Bikeways - Construction	Urban Minor Collector	2025	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Louis/7123A-22/St. Louis City	Lindell/Union Bridge - Over Forest Park Pkwy And Metrolink Bridge Replacement - Sidewalks	Bridge Reconstruction/Rehab	Minor Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Louis Arc/7264J-23/ Multi-County-M	Vehicle Aquisition - Two Lowered Floor Minivans	Capital Improvements - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt - 93.126	FY 2023-2026 TIP	St. Louis County/7247B-24/St. Louis	Dorsett Road - 2026 - Marine Ave To Calamaide - Resurfacing/Upgr. Sidewalk Shared Use Path (10') Parkland Woods To Mckelvey	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Louis County/7247C-24/St. Louis	Hanley Road - 2026 - Dale Ave To W Bruno Ave Resurfacing - Sidewalk Upgrades	Roadway Resurfacing	Principal Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Louis County/7247D-24/St. Louis	Hawkins/New Sugar Creek Rd - 2026 - Newport Landing To Jefferson Co Line - Resurfacing Shared Use Path (10') - Rockwood School To Jeff Co Line	Roadway Resurfacing	Minor Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Louis County/7247E-24/St. Louis	Howdershell Road - 2026 - I-270 To 100' N/O Utz Ln Resurfacing - Upgrade Sidewalks - Signal Impr.	Roadway Resurfacing	Principal Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Louis County/7247F-24/St. Louis	Jennings Stn/Chain Of Rocks Rd - 2026 - Halls Ferry Rd To St. Louis City Limit Resurfacing - Shareed Use Path (10') - Sidewalk Upgrde	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	St. Louis County/7247G-24/St. Louis	New Halls Ferry Road Sidewalk - Lindbergh Blvd (US 67) To Cougar Dr Sidewalks (5')	Pedestrian Facilities - Construction	Principal Arterial	2030	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt - 93.126	FY 2023-2026 TIP	St. Louis County/7247H-24/St. Louis	Pennsylvania Avenue, Phase 1 - 2026 - Page Ave (MO D) To St. Charles Rock Rd (MO 180) Resurfacing - Ln Reduction (4 To 2) - Upgrade Sidewalks	Roadway Resurfacing	Major Collector	2030	Yes	

Appendix A

Transportation Planning Projects

Table A-1 New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.126	FY 2023-2026 TIP	St. Louis County/ 7247I-24/ St. Louis	S. Woods Mill Road - 2026 - I-64 To Brookings Park Dr Resurfacing - Sidewalk (5') - Buffered Bike Lanes	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Sunset Hills/ 7248-23/ St. Louis	Rott Road/West Watson Road, Phase 2 - Robyn Rd To Weber Hill Rd Resurfacing - Sidewalk (5')	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Troy/ 7261L-26/ Madison	Riggin Road - Bouse Rd To Bridge - Reconstruct Zenk To Bouse Sidewalk (5') - Bike Lanes (5') - Bouse To 162	Roadway Reconstruction	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	University City/ 7249-23/ St. Louis	Kempland Place Bridge - Over River Des Peres Rehabilitate Bridge	Bridge Reconstruction/Rehab	Local Road	2025	No	Local Road - Not Included in Modeling Network
Exempt - 93.126	FY 2023-2026 TIP	Valmeyer/ 7261M-26/ Monroe	Meyer/Cedar Bluff/Woodland Ridge - IL 156 To Bluff Meadows Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Webster Groves/ 7250-26/ St. Louis	Elm Avenue Culvert - Over Shady Grove Creek Replace Culvert - Sidewalk (6')	Bridge Reconstruction/Rehab	Minor Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Wildwood/ 7252-25/ St. Louis	Valley Road - Strecker Rd To Clayton Rd Overlay - Lighting	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP	Wood River/ 7261N-26/ Madison	Edwardsville Road, Phase 2 - 2nd St To 6th St Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7230Q-23/ St. Louis	I-44 - Williams Rd To MO 141 Pavement Resurfacing	Roadway Resurfacing	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7230S-23/ St. Louis City	I-44/I-55/I-70 - Various Overpasses/Ramps Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7230T-22/ St. Louis City	I-64 - At Taylor, Boyle, Newstead, Tower Gr, Jeff, 6th Ramp Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7230R-23/ St. Louis	I-64 - Bonhomme Creek To MO 141 Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7230P-23/ St. Charles	MO K - At Mexico Loop, Feise, Dard Es, Bjc Rd Pavement Improvements	Roadway Resurfacing	Principal Arterial	2030	Yes	
Exempt - 93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7230N-23/ Jefferson	US 67 - MO CC To Ste Francois Co Line Safety & Operational Study	Traffic Operations	Expressway	2025	Yes	

Appendix A

Transportation Planning Projects

Table A-1 New Projects Considered As Part of the Regional Travel Demand Model (TDM)								
Exempt - 93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7230U-23/ Multi-County-M	Various - Consultant Utility Subsurface Engineering	Roadway Resurfacing	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt - 93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7230V-23/ Multi-County-M	Various - Scoping For Future Project Estimates	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	Dardenne Prairie/ 7203-22/ St. Charles	Dardenne Prairie Signal Interconnect - Along Feise Rd, Town Square Ave And Hanley Rd Fiber Interconnection - Upgrade Traffic Controllers	Traffic Operations	Major Collector	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	Dupo/ 4593-08/ St. Clair	Davis St. Ferry Road - At I-255 - New Interchange Safetea-Lu Earmark - Sec. 1702 # 26	New Road/Bridge/ Interchange	Major Collector	2025	Yes	
Regionally Significant	Connecte d2045	IDOT/ 6061B-45/ St. Clair	IL 3 Connector - Exchange Ave To IL 203 Construct New 2 Lane Roadway	New Road/Bridge	Major Collector	2030	Yes	
Regionally Significant	Connecte d2045	IDOT/ 6061C-45/ Jersey	US 67 - Delhi Bypass In Jersey Co - Included For Conformity	New Road/Bridge	Principal Arterial	2030	Yes	
Regionally Significant	Connecte d2045	IDOT/ 6068-40/ Madison	I-270 - IL 157 To Mississippi River Add Capacity	Adding Through Lanes To Existing Road	Interstate	2040	Yes	
Regionally Significant	Connecte d2045	IDOT/ 6068A-45/ Madison	I-270 - IL 157 To Mississippi River Add Capacity	Adding Through Lanes To Existing Road	Interstate	2045	Yes	
Regionally Significant	Connecte d2045	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 2023-2026 TIP	MoDOT/ 5905-13/ St. Charles	I-70 - Wentzville Pkwy To W/O I-64/US 61 Road Realignment - Add Lanes	Adding Through Lanes To Existing Roads	Interstate	2025	Yes	
Regionally Significant	Connecte d2045	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	Connecte d2045	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	Connecte d2045	MoDOT/ 6050C-40/ St. Louis	I-270 - Mcdonnell To MO 370 Improve Interstate And Interchanges	Adding Through Lanes To Existing Road	Interstate	2040	Yes	

Appendix A

Transportation Planning Projects

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	Connecte d2045	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	Connecte d2045	MoDOT/ 6050F-45/ St. Louis	I-270 - Dorsett To MO 370 Improve Interchange	Adding Through Lanes To Existing Road	Interstate	2045	Yes	
Regionally Significant	Connecte d2045	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	Connecte d2045	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	Connecte d2045	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	Connecte d2045	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	Connecte d2045	MoDOT/ 6108E-30/ Multi-State	Martin Luther King Bridge - Over Mississippi River Replace Bridge	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Principal Arterial	2030	Yes	
Regionally Significant	Connecte d2045	MoDOT/ 6111-45/ St. Charles	I-64 - MO 364 To US 61/I-70 Add Auxilliary Lanes/Interchange Improvements	Adding Through Lanes To Existing Road	Interstate	2045	Yes	
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 6964C-22/ St. Charles	MO 370, Phase 2 - At Salt River Rd New Interchange - Eb Off Ramp To Wb Salt River	New Road/Bridge/ Interchange	Expressway	2025	Yes	
Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 6992H-20/ Jefferson	I-55 - 0.5 Mi N/O MO Z To 1 Mi S/O US 67 Corridor Improvements	Adding Through Lanes To Existing Roads	Interstate	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 6992HH-	I-55 - 1.5 Mi N/O MO Z To 1 Mile S/O US 67 Add Lanes And Bridge Rehabilitation	Adding Through Lanes To	Interstate	2025	Yes	

Appendix A

Transportation Planning Projects

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
		24/ Jefferson		Existing Roads				
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7134-23/ Multi-County-M	Signal Optimization - 2023 - MO 231: Hoffmeister To US 67; US 67: MO 231 To I-55	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7134A-22/ Multi-County-M	Signal Optimization - 2023 - MO 231: Hoffmeister To US 67; US 67: MO 231 To I-55	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7171D-21/ St. Louis	I-270 - Lilac Ave To MO H Add Lanes And Bridge Replacement	Adding Through Lanes To Existing Roads	Interstate	2030	Yes	
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7208-24/ St. Louis	Signal Optimization - 2024 - MO 141: I-64 To Gravois Bluffs	Traffic Operations	Expressway	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7208A-24/ St. Louis	Signal Optimization - 2024 - MO 141: I-64 To Gravois Bluffs	Traffic Operations	Expressway	2025	Yes	
Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7218A-23/ Franklin	MO 47 - Missouri River To St. Clair (Phase I) Potential Design Build Safety And Capacity Improvements	Adding Through Lanes To Existing Roads	Principal Arterial	2030	Yes	
Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7219D-22/ St. Charles	MO N - MO Z To Hawks Ridge Trail Scoping To Add Lanes And Build New Lanes	Adding Through Lanes To Existing Roads	Minor Arterial	2030	Yes	
Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7220O-22/ St. Charles	US 61 - At MO W - Replace At-Grade Xing W Interchange - Outer Rds Close Crossovers At N Point Prairie Rd/Farris Rd	Traffic Operations	Expressway	2025	Yes	
Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7229Z-23/ St. Charles	US 61 - Lincoln County To I-64 (Phase I) Safety And Operation Improvements	Traffic Operations	Expressway	2030	Yes	
Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7230W-23/ St. Charles	MO 79 - Dyer Road To Tr Hughes Boulevard Scoping For Capacity Improvements	Adding Through Lanes To Existing Roads	Minor Arterial	2030	Yes	
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/ Interchange	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Regionally Significant	FY 2023-2026 TIP	St. Charles County/ 7211A-22/ St. Charles	Ggl - Mexico Rd Signal Performance Module - Bryan Rd To Cave Springs Rd Automated Traffic Signal Perf. - Signal Optimization	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	St. Charles County/ 7211B-22/ St. Charles	Ggl - Muegge Rd Signal Performance Module - Cave Springs Rd To Old 94 Automated Traffic Signal Perf. - Signal Optimization	Traffic Operations	Principal Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	St. Clair County Transit District/ 7148-21/ St. Clair	Mid-America Metrolink Extension - Scott Afb To Mid-America Airport - Extend Frontage Rd From Airport To Reider Rd	Capital Improvement - Transit	N/A	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	St. Clair County/ 3502-05/ St. Clair	Frank Scott Pwy (Fau 9256) - Cross St In Shiloh To Wherry Rd Safetea-Lu Earmark Sec. 1702 # 2111	New Road/Bridge/Interchange	Minor Arterial	2025	Yes	
Regionally Significant	Non-federally Funded Project	St. Clair County/ 7064B-16/ St. Clair	North Green Mount Road - IL 161 To 1340' N/O Lebanon Ave Widen Two To Four Lns - Add Twtl	Adding Through Lanes To Existing Roads	Minor Arterial	2025	Yes	
Regionally Significant	Connecte d2045	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 2023-2026 TIP	St. Louis/ 7138-23/ St. Louis City	Cortex-Tower Grove Connector - Signal Optimization-Tower Grv/Vandvtr: Laclede-Mag Cycle Track - Tower Grv/Vandvtr: Magnolia-Sarah	Bikeways - Construction	Minor Arterial	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	St. Peters/ 6964D-25/ St. Charles	MO 370, Phase 2 - At Salt River Rd New Interchange - Eb Off Ramp To Wb Salt River	New Road/Bridge/Interchange	Expressway	2025	Yes	
Regionally Significant	Non-federally Funded Project	St. Peters/ 7025I-21/ St. Charles	Spencer Road Extension - Salt River Rd To Lakeside Park Dr New Road	New Road/Bridge/Interchange	Major Collector	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	Union/ 7125A-23/ Franklin	Union Expressway - MO 47/US 50 To MO 47/Old Country Farm Rd New Road	New Road/Bridge/Interchange	Minor Arterial	2025	Yes	
Regionally Significant	Connecte d2045	Wentzville/ 6100-30/ St. Charles	David Hoekel Parkway, Phase 2 - Proposed Interstate Dr To Meyer Rd New Road	New Road/Bridge	Minor Arterial	2025	Yes	
Regionally Significant	Connecte d2045	Wentzville/ 6100A-30/ St. Charles	David Hoekel Parkway, Phase 3 - N. Point Prairie To Peine Rd New Road	New Road/Bridge	Minor Arterial	2030	Yes	

Appendix A

Transportation Planning Projects

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	Connecte d2045	Wentzville/ 6100B-30/ St. Charles	David Hoekel Parkway, Phase 4 - Meyer Rd To N. Point Prairie Rd New Road	New Road/Bridge	Minor Arterial	2030	Yes	
Regionally Significant	Connecte d2045	Wentzville/ 6100C-40/ St. Charles	David Hoekel Parkway, Phase 5 - Jackson Rd To Proposed Interstate Dr New Road	New Road/Bridge	Minor Arterial	2040	Yes	
Regionally Significant	Connecte d2045	Wentzville/ 6100F-40/ St. Charles	David Hoekel Parkway, Phase 4 - Meyer Rd To N. Point Prairie Rd New Road	New Road/Bridge	Minor Arterial	2040	Yes	
Regionally Significant	Non-federally Funded Project	Wentzville/ 7025D-21/ St. Charles	Wentzville Parkway South, Phase 2 - Veterans Memorial Pkwy To Interstate Dr New 2 Lane Road - Bridge Over Rr	New Road/Bridge/ Interchange	Major Collector	2025	Yes	
Regionally Significant	Non-federally Funded Project	Wentzville/ 7025E-23/ St. Charles	David Hoekel Pkwy, Phase 2D - Goodfellow Rd To West Meyer Rd New Two Lane Road	New Road/Bridge/ Interchange	Minor Arterial	2025	Yes	
Regionally Significant	Non-federally Funded Project	Wentzville/ 7025F-24/ St. Charles	Great Oaks Blvd Extension - Bobcat Ct To Burnt Oak Ct New Two Lane Road	New Road/Bridge/ Interchange	URBAN MINOR COLLECTOR	2025	Yes	
Regionally Significant	FY 2023-2026 TIP	Wildwood/ 7128-23/ St. Louis	Manchester Road/Taylor Road - Manchester: MO 100-Old Fairway; Taylor: MO 100-Main St Resurfacing - Traffic Signal Upgrades - Optimization	Traffic Operations	Major Collector	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Alton/ 7214A-22/ Madison	Fosterburg Road, Phase 3 - 450' N/O Culp Ln To 840' S/O IL 255 Two Way Turn Lane-- Reconstruction--Shoulders	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Bi-State Development/Metro/ 6891L-21/ Multi-County-M	Employee Training - Metro System De-Escalation Training For Employees	Operating Assistance - Transit	N/A	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	East St. Louis/ 7141C-24/ St. Clair	Dr. Martin Luther King Jr Dr - Collinsville Ave To 8Th St Resurfacing - Curb Ramps - Ln Reconfig (4 To 2 W Twtl)	Roadway Resurfacing	Minor Arterial	2025	Yes	
Not Regionally Significant	FY 2023-2026 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	Roadway Resurfacing	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2023-2026 TIP	Hazelwood/6900-20/ St. Louis	Phantom Drive - Missouri Bottom Rd To James S. McDonnell Blvd Ln Reduction 4 To 2 Lns - Turn Lanes - Sidewalk (6')	Traffic Operations	URBAN MINOR COLLECTOR	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Jefferson County Port Authority/7205-23/ Multi-County-M	Marine Vessel Engine Repower - 2023 - Repower Two Marine Vessels Serving Mississippi River In Non-Attainment Area	Air Quality Related Improvement	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Not Regionally Significant	FY 2023-2026 TIP	Jefferson County/7113A-23/ Jefferson	Gravois Road - 450' N/O Indian Springs Rd To Dellwood Ln Resurfacing - Restripe For Twtl - Shared Use Path (8')	Traffic Operations	Minor Arterial	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Lake Saint Louis/7101B-22/ St. Charles	Old Highway N - 125' S/O Hawk Ridge Trail To 50' S/O Old Forester Dr Reconstruct - Sidewalk (6') - Twtl (Locally Funded)	Traffic Operations	URBAN MINOR COLLECTOR	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Lake Saint Louis/7206-22/ St. Charles	Flashing Yellow Arrows & Signal Improvements - Along Ronald Reagan Dr, Technology Dr, Lake Saint Louis Blvd - Upgrade Signal Controllers	Traffic Operations	Major Collector	2025	Yes	
Not Regionally Significant	FY 2023-2026 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 - Activity Does Not Involve Or Lead Directly To Construction
Not Regionally Significant	FY 2023-2026 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 2023-2026 TIP	Madison County Transit District/7145Q-22/ Madison	Alton Station - Park & Ride	Capital Improvement - Transit	N/A	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/2606D-11/ Multi-County-M	I-64 - Payback For 6I0978 (I-64 Corridor) \$13.5 Million Per Year From 2011-2025	Roadway Resurfacing	Interstate	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/3479Z-11/ Multi-State	I-70 - New Mississippi River Bridge - Garvee Payback For The Mississippi River Bridge Through 2025	New Road/Bridge/Interchange	Interstate	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/4772-08/ Multi-County-M	Various - Payback For Safe And Sound (800 Bridges) \$1.31 Million/Year Until 2033	Bridge Reconstruction/Rehab	N/A	2035	No	No Significant Impact On VMT - Payment
Not Regionally Significant	Connected2045	MoDOT/6050H-45/ St. Louis	I-270 - MO D Interchange Revise Interchange Ramps	Traffic Operations	Interstate	2045	Yes	
Not Regionally Significant	Connected2045	MoDOT/6072-45/ St. Louis City	I-64 - Grand/Market Interchange Revise Interchange	Traffic Operations	Interstate	2045	Yes	
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6446A-17/ Multi-State	I-270 - Over Mississippi River Bridge Improvements - Payment To IDOT	Adding Through Lanes To Existing Roads	Interstate	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6806EE-21/ St. Charles	I-70 - Cave Springs To Fairgrounds Payment To St. Charles Co For Corridor & Bridge Impr.	Traffic Operations	Interstate	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 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 2023-2026 TIP	MoDOT/6892E-23/ Multi-County-M	Various - In St. Louis District Emergency Response Operations And Staff	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6892F-23/ Multi-County-M	Various - TMC Building ITS Operations, Modot Staff, Equipment Maintenance & TMC Operations	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6892G-23/ Multi-County-M	Various - TMC Building ITS Operations, Contract Staffing And Professional Services	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	MoDOT/6892H-23/ Multi-County-M	Various - St Louis District ITS Maintenance And Operations	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6892I-23/ Multi-County-M	Various - TMC Building ITS System Preservation, Repairs, And Upgrades	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6892J-23/ Multi-County-M	Various - TMC Building Payment For Advanced Traffic Management System Maintenance Contract Consult	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6989O-20/ Multi-County-M	Various - In St Louis District Emergency Response Operations And Staff	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6989P-20/ Multi-County-M	Traffic Management Center (Tmc) - ITS Operations Modot Staff, Equipment Maintenance, And TMC Operations	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6989Q-20/ Multi-County-M	Its Operations - Contract Staffing And Professional Services At The TMC	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6989R-20/ Multi-County-M	Its Operations - At Various Locations In The St Louis District ITS Maintenance And Operations	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6989S-20/ Multi-County-M	Its Operations - Throughout The St Louis District ITS System Preservation, Repairs And Upgrades	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6989T-24/ Multi-County-M	Advance Traffic Management System (Atms) Maintenan - Throughout St Louis District Consultant Services For Upkeep Of Atms Software	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6989W-22/ Multi-County-M	Various - Locations Throughout The St Louis District ITS Improvements To Dynamic Message Signs	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/6989Z-22/ Multi-County-M	Various - Routes In St Louis District ITS Improvements To Cctv Cameras	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/6992Y-21/ Multi-County-M	On-Call Inspections At Various Locations - Utility Permit Inspections	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/7106B-22/ St. Louis	US 67 - Payment Payment To Creve Coeur To Signalize Intersection	Traffic Operations	Principal Arterial	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/7117A-22/ St. Louis	MO 100 - Baxter Rd To MO 141 Payment To Manchester To Upgrade Pedestrian Facilities	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/7150-22/ St. Charles	MO Z - Interstate Dr To Perry Cate Blvd Payment To Wentzville	Adding Through Lanes To Existing Roads	Minor Arterial	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/7171O-22/ Multi-County-M	I-55 - US 67 (Lindbergh) To 2Nd St Bridge Painting	Bridge Reconstructi on/Rehab	Interstate	2030	Yes	
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/7171Q-22/ St. Louis	I-70 - At I-170 Interchange Bridge Painting	Bridge Reconstructi on/Rehab	Interstate	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/7216D-22/ Multi-County-M	Various - In St Louis District Upgrade ITS Dynamic Message Signs	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/7216E-22/ Multi-County-M	Various - In St Louis District ITS For Cctv, Dms, And Interactive Detection	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/7216O-24/ Multi-State	US 67 - On The Clark Bridge Payment To Idot For Stay Cable Inspection	Bridge Reconstructi on/Rehab	Expressway	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/7217B-22/ Jefferson	Various - In Jefferson County Completion Of Bridge Inspection Checklists	Bridge Reconstructi on/Rehab	N/A	2025	No	No Significant Impact On VMT - Activity Does Not

Appendix A Transportation Planning Projects

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
								Involvement Or Lead Directly To Construction
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7217C-22/ St. Charles	Various - In St Charles County Completion Of Bridge Inspection Checklist	Bridge Reconstruction/Rehab	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7217D-22/ St. Louis City	Various - In St Louis City Completion Of Bridge Inspection Checklist	Bridge Reconstruction/Rehab	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7217E-22/ St. Louis	Various - In St Louis County Completion Of Bridge Inspection Checklist	Bridge Reconstruction/Rehab	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7217F-22/ Franklin	Various - In Franklin County Completion Of Bridge Inspection Checklist	Bridge Reconstruction/Rehab	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7217G-22/ Multi-County-M	Various - In The St Louis District ITS Asset Management Improvements To Cc Tv System Cameras	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7217H-22/ Multi-County-M	Various - In The St Louis District ITS Asset Management Improvements To Dynamic Message Signs	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7217Q-22/ Multi-County-M	Various - At Various Locations In The St Louis District On-Call Work Zone Enforcement	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7217R-22/ Multi-County-M	Various - At Various Locations In The St Louis District On-Call Work Zone Enforcement	Traffic Operations	N/A	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7217W-22/ Multi-County-M	Various - In The St Louis District Emergency Response Operations	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7217X-22/ Multi-County-M	Various - At The TMC In The St Louis District ITS Operation, Modot Staff, Equipment Maintenance And TMC Operations	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7217Z-22/ Multi-County-M	Various - At The TMC Building ITS Operations, Contract Staffing And Professional Services	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7219A-22/ Multi-County-M	Various - At Various Locations In The St Louis District ITS Asset Management Maintenance And Operations	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7219B-22/ Multi-County-M	Various - Throughout The St Louis District ITS System Preservation, Repairs And Upgrades	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7219C-22/ Multi-County-M	Various - Throughout The St Louis District Advanced Traffic Management System Maintenance Contract	ITS Improvement	N/A	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7219G-24/ St. Louis City	MO 799 - On The Martin Luther King Bridge Payment To Idot For Deck Sealing	Bridge Reconstruction/Rehab	Principal Arterial	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7220W-22/ Multi-County-M	Survey To Convey Row For Change In Route Status - Various Locations In St Louis District	Traffic Operations	N/A	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7220X-22/ Multi-County-M	Scoping For Utility Coordination - Various Locations In St Louis District	Traffic Operations	N/A	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP - Scoping	MoDOT/ 7220Y-22/ Multi-County-M	On-Call Survey To Sell Excess Row Parcels - Various Locations In St Louis District	Traffic Operations	N/A	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	MoDOT/ 7223AA-22/ St. Charles	MO N - At MO K Payment To O'Fallon	Traffic Operations	Minor Arterial	2025	No	No Significant Impact On VMT - Payment
Not Regionally Significant	FY 2023-2026 TIP	O'Fallon/ 7192-23/ St. Charles	Main Street, Phase 3 - St. Joseph Ave To RR Tracks (S/O Civic Dr) Resurfacing - Upgrade Sidewalks - Twtl	Roadway Resurfacing	Principal Arterial	2025	Yes	
Not Regionally Significant	FY 2023-2026 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 2023-2026 TIP	St. Charles/ 7135-23/ St. Charles	Seat Transit Parking Under I-70 - Under I-70 At S. Main Street - Bus Stop-Bike Path Construct Parking Lot (25 Spots For Transit Park & Ride)	Capital Improvement - Transit	N/A	2025	Yes	
Not Regionally Significant	FY 2023-2026 TIP	Wentzville/ 7127-23/ St. Charles	Wentzville Parkway - Meyer Rd To Parkway Ridge Blvd Reconstruct - Twtl (Locally Funded) - Shared Use Path (10')	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	Belleville/ 5490-11/ St. Clair	South Belt East - At Freeburg Ave (IL 13) Construct Roundabout	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	Franklin County/ 7125B-23/ Franklin	MO 47 - At Union Expwy Roundabout	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 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 2023-2026 TIP	Granite City/ 7142C-21/ Madison	Maryville Road - At Stratford Ln/Emert Ave Roundabout - Sidewalk (6')	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	Lake Saint Louis/ 7131-22/ St. Charles	Hawkridge Trail/Sommers Road - At Old Highway N Traffic Signal	Traffic Operations	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	Lebanon/6831C-18/ St. Clair	US 50 - At IL 4 (South Intersection) Install Traffic Signal	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	Connecte d2045	MoDOT/6050L-40/ St. Louis	I-270 - At MO 367 Interchange Improve Interchange	Traffic Operations	Interstate	2040	Yes	
Exempt-93.127	Connecte d2045	MoDOT/6079A-45/ St. Louis City	I-44 - At Hampton, Kingshighway, Vandeventer, Jefferson Revise Interchange	Traffic Operations	Interstate	2045	Yes	
Exempt-93.127	FY 2023-2026 TIP - Scoping	MoDOT/6892K-19/ St. Louis	I-64 - At MO 141 Interchange Reconfiguration	Roadway Resurfacing	Interstate	2025	Yes	
Exempt-93.127	FY 2023-2026 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-93.127	FY 2023-2026 TIP	MoDOT/6977BB-23/ 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 2023-2026 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 2023-2026 TIP - Scoping	MoDOT/6991R-20/ St. Louis City	I-64 - At Grand Ave Modify Interchange Configuration	Traffic Operations	Interstate	2030	Yes	
Exempt-93.127	FY 2023-2026 TIP - Scoping	MoDOT/6992I-20/ St. Charles	I-64 - I-70 Interchange Interchange Improvements	Traffic Operations	Interstate	2030	Yes	
Exempt-93.127	FY 2023-2026 TIP	MoDOT/6992P-20/ St. Charles	MO 79 - At Tr Hughes Blvd Intersection Improvements	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	MoDOT/7133-23/ St. Charles	MO 79 - At Tr Hughes Green T Intersection	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP - Scoping	MoDOT/7220P-22/ St. Charles	MO P - At Koch Rd Intersection Improvements	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	O'Fallon/6935H-19/ St. Clair	Hartman Lane - At Central Park Dr Dual Left Turn Ln - Sidewalk	Traffic Operations	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	O'Fallon/ 7209-22/ St. Charles	Weldon Spring Road, Phase 1 - Technology Dr To Valleybrook Dr Roundabout-Two Way Turn Ln - Reconstruct (Local Funds)	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	Pacific/ 7210-22/ Franklin	Osage St - At First Street Add Right Turn Lane - Intersection Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 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 2023-2026 TIP	Sauget/ 6831E-18/ St. Clair	Queeny Ave - At Falling Springs Rd Left Turn Ln	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	Shiloh/ 7142F-21/ St. Clair	Maple Street - At N Main St Right Turn Lane	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	St. Charles/ 7136-23/ St. Charles	Zumbehl Rd - At Ipswitch Ln Traffic Signal - Turn Lanes	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 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-93.127	FY 2023-2026 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 2023-2026 TIP	St. Louis County/ 7139-21/ St. Louis	S. Woods Mill - At Conway Intersection Improvements - Turn Lns - Traffic Signal	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	St. Peters/ 6965-23/ St. Charles	Spencer Road - Thoele Rd/Springwood Dr To Willot Rd Reconstruction - Mini Roundabouts - Sidewalk (6')	Roadway Reconstruction	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	St. Peters/ 7212-22/ St. Charles	Mid Rivers Mall Dr - At St. Peters-Howell Rd Turn Lanes - Upgrade Traffic Signal	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	Troy/ 6831F-18/ Madison	Il 162 - At Old Troy Road Construct Roundabout	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	Wentzville/ 7140-21/ St. Charles	MO Z - At Interstate Dr - Restripe MO Z Int. Dr To 70 (Loc. Fund) Upgrade Traffic Signal - Intersection Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.127	FY 2023-2026 TIP	Wildwood/ 7129-22/ St. Louis	MO 109 - At MO Ba (South) Roundabout - Shared Use Path (10')	Traffic Operations	Minor Arterial	2025	Yes	

Appendix A

Transportation Planning Projects

**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 2023-2026 TIP	Alton/ 6574P-24/ Madison	Brown Street - Over Shields Branch Bridge Repair	Bridge Reconstruction/Rehab	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Alton/ 7141A-24/ Madison	State Street, Phase 2 - Logan St To 210' S/O Rozier St Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Alton/ 7170A-24/ Madison	Rock Springs Rd/College Ave Sidewalk - Rock Springs: Memorial Dr To Brown St - College At Rock Spr Sidewalk (5')	Pedestrian Facilities - Construction	Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Alton/ 7195A-22/ Madison	Safe Routes To School, Ph 4 - Along Tremont, Marilla, Milnor, Central, And College Sidewalks Near Lovejoy Elem. School	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Alton/ 7215A-25/ Madison	Milton Road, Phase 1 - Worden Ave To Edgewood Ave Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Arnold/ 7172-25/ Jefferson	Lonedell Road - Missouri State Rd To Pomme Rd Resurfacing - Sidewalk (6')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 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 2023-2026 TIP	Augusta/ 7153-24/ St. Charles	Green, Walnut, Ferry, Chestnut Sidewalks - Green: Locust-Walnut; Walnut: Jackson-Ferry Ferry: Locust-Chestnut; Chestnut: Jackson-Ferry	Pedestrian Facilities - Construction	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Ballwin/ 7173-24/ St. Louis	Ries Road - Manchester Rd (MO 100) To Big Bend Rd Overlay - Curb Ramps - Lighting	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Belleville/ 5363A-14/ St. Clair	West Belleville Bike Trail, Phase 2 - Wesley Dr To S 52Nd St	Bikeways - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Belleville/ 6832-21/ St. Clair	Lebanon Avenue - F St To IL 161 Excluding Metrolink Overpass Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Belleville/ 6934A-22/ St. Clair	West Washington Street - Centreville Ave To IL 159 Resurfacing - Sidewalks (7')	Roadway Resurfacing	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Berkeley/6996A-20/ St. Louis	Vehicle Acquisition - Two (2) Wide Body Cutaways	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bethalto/7170F-23/ Madison	Erwin Plegge Expressway, Phase 1 - Ashbrook St To Old Bethalto Rd Shared Use Path (10')	Bikeways - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/4099A-08/ Multi-State	Metrolink Alignment Maint - Structure Repairs On Right Of Way	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/4099B-14/ Multi-State	Metrolink Alignment Maintenance -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/4331-07/ Multi-State	Radio Communications-Fed Formula - Radio System,Cad/Avl	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP - Scoping	Bi-State Development/Metro/4334-06/ Multi-State	Revenue Vehicles - Bus Replacement Program	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP - Scoping	Bi-State Development/Metro/4335-07/ Multi-County-M	Revenue Vehicles - Call-A-Ride Vans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5171B-17/ Multi-State	Metrolink Slope Stability - Slope Stability/Drainage/Culvert Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5172A-14/ St. Louis City	Tunnels And Bridges Rehab - Union Station, Downtown Tunnels	Capital Improvement - Transit	N/A	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 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	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5339-11/ St. Louis City	Tunnel & Interlocking Rehab - Metrolink Rehabilitation	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5596-13/ St. Louis City	Union Station Tunnel Rehab -	Capital Improvement - Transit	N/A	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5596A-15/ St. Louis City	Tunnels And Bridges Rehab - Union Station Tunnel	Capital Improvement - Transit	N/A	2025	Yes	
Exempt-93.126	FY 2023-2026 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	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5677A-14/ Multi-State	Lrv Upgrades And Equipment - Light Rail Vehicle Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5680-13/ Multi-County-M	Metrolink Station Improvements -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5681-13/ St. Louis City	Rail Maintenance Facility Improvements -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5684-13/ Multi-State	Non-Revenue Vehicle Replacement -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT -

Appendix A

Transportation Planning Projects

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
								Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5691-13/Multi-County-M	Information Technology Projects - Operations Support Systems	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 2023-2026 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 2023-2026 TIP	Bi-State Development/Metro/5925B-16/Multi-State	Revenue Vehicles - Bus Replacement Program	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 2023-2026 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 2023-2026 TIP	Bi-State Development/Metro/5930A-14/Multi-State	Metrolink Row Maintenance - Bridges And Tunnels	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5930D-16/Multi-State	Metrolink Row Maintenance - Stations And Parking Lots	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 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 2023-2026 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
Exempt-93.126	FY 2023-2026 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 2023-2026 TIP	Bi-State Development/Metro/5937-14/ Multi-State	Information Systems Improvements - Hardware And Software Upgrades And Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/5987A-14/ Multi-County-M	Metro Bus Stop Signage Replacement - Installation Of Metro Bus Stop Signage With Improved Visibility And Ada Compliant	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6438-15/ Multi-County-M	Facility Rehabilitation -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6439-15/ Multi-State	Rail Maintenance Facility Rehab And Upgrades -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6440-15/ Multi-State	Metrolink Row Improvements -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6443-15/ Multi-County-M	Lrv Upgrades And Equipment - Light Rail Vehicle Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Appendix A

Transportation Planning Projects

**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 2023-2026 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	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6572-16/Multi-State	Rail Facility Rehab And Equipment - Maintenance Facility Upgrades & Equipment	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 2023-2026 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 2023-2026 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 2023-2026 TIP	Bi-State Development/Metro/6689-17/Multi-State	Safety And Security -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6754A-18/Multi-County-M	Bus Replacement - 2018 - Replace 22 Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6794P-18/Multi-State	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 16 & Fy 17 Partial	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit

Appendix A Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
								Operating Assistance
Exempt-93.126	FY 2023-2026 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 2023-2026 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 2023-2026 TIP	Bi-State Development/Metro/6800B-18/St. Louis	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 2023-2026 TIP	Bi-State Development/Metro/6801-18/Multi-State	Non Revenue Vehicle Replacement - Non Revenue Vehicle Replacement	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6802-18/Multi-State	Community Mobility Hubs - Bus/Bus Facility Discretionary	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 2023-2026 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 2023-2026 TIP	Bi-State Development/Metro/6888N-19/Multi-State	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 17 Partial & Fy 18	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6889A-18/Multi-County-M	Metro System Wayfinding, Phase 3 -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 2023-2026 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
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6891C-21/Multi-State	Revenue Vehicle Replacement - Bus/Bus Facility Formula Facility Improvements	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 2023-2026 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 2023-2026 TIP	Bi-State Development/Metro/6891F-20/Multi-State	Facility Rehabilitation And Equipment -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6891G-21/Multi-State	Revenue Vehicle Replacement -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 On VMT - Transit Capital

Appendix A Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6891I-21/St. Clair	Metrolink Row And Station Improvements -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6891J-21/St. Clair	Metrolink Station And Row Improvements -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6891K-21/Multi-State	Community Mobility Hubs -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6891M-22/Multi-State	Facility Maintenance Rehab And Equipment -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6891N-22/Multi-State	Signs, Shelters, And Enhancements -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6891O-22/Multi-State	Metrolink Row Rehab And Maintenance -	Capital Improvement - Transit	N/A	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6891P-24/Multi-State	Information Technology Project -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 2023-2026 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

Appendix A

Transportation Planning Projects

**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 2023-2026 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 - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 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 On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6986B-22/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 On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6996S-20/Multi-State	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 19 & Fy 20	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/6997A-20/Multi-County-M	Metro Connections Pilot - Contract Services Capital - Demand Response Pilot Program	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	Bi-State Development/Metro/7103A-23/Multi-County-M	Call-A-Ride Van Replacement - 2023 (A) - Replace Eight Call-A-Ride Vans	Capital Improvement - Rideshare	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7103B-23/Multi-County-M	Call-A-Ride Van Replacement - 2023 (B) - Replace Nine Call-A-Ride Vans	Capital Improvement - Rideshare	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7103C-23/Multi-County-M	Bus Replacement - 2023 (A) - Replace Eight Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7103D-23/Multi-County-M	Bus Replacement - 2023 (B) - Replace Ten Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7142A-23/St. Clair	Metro Bus Replacement 2023 (A) - Replace Three Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7142B-23/St. Clair	Metro Bus Replacement 2023 (B) - Replace Two Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7151I-22/Multi-State	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 21	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7152A-21/Multi-County-M	Demand Response Program Expansion - One Year	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance

Appendix A

Transportation Planning Projects

**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 2023-2026 TIP	Bi-State Development/Metro/7174A-25/Multi-County-M	Call-A-Ride Van Replacement - 2025 (A) - Replace Nine Call-A-Ride Vans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7174B-25/Multi-County-M	Call-A-Ride Van Replacement - 2025 (B) - Replace Nine Call-A-Ride Vans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7174C-24/St. Louis City	Forest Park-Debaliviere Metrolink Stn Improvements - Station Accessibility Improvements - Platform Canopy - Lighting - Cpdes	Capital Improvement - Transit	N/A	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7201A-24/Multi-County-M	Bus Replacement - 2024 (A) - Replace 10 Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7201B-24/Multi-County-M	Bus Replacement - 2024 (B) - Replace 10 Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7214B-24/St. Clair	Bus Replacement - Scctd - 2024 (A) - Replace Three Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Bi-State Development/Metro/7214C-24/St. Clair	Bus Replacement - Scctd - 2024 (B) - Replace Two Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Breckenridge Hills/7104-22/St. Louis	Isolda Avenue Bridge - Over Coldwater Creek Replace Bridge - Shoulders (4') - Sidewalk (4')	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Brentwood/7154-22/St. Louis	Deer Creek Greenway Connector - Brentwood: Marshall-Brazeau;Russell-Bw-Bremerton Shared Use Path(12' Bw,8' Russ), Sidewalk	Bikeways - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Cahokia Heights/ 6985B-23/ St. Clair	Jerome Lane, Phase 1 - Range Ln To Nash St Resurfacing - Curb Ramps - Bike Lane (6')	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Cahokia Heights/ 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 2023-2026 TIP	Cardinal Ritter Senior Services/ 6888E-18/ Multi-County-M	Vehicle Acquisition - One (1) Wide Body Cutaway Replacement	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Cardinal Ritter Senior Services/ 6996B-20/ Multi-County-M	Vehicle Acquisition - One (1) Wide Body Cutaway	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Center For Head Injury Services/ 6996C-20/ Multi-County-M	Vehicle Acquisition - One (1) Minivan	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	City Seniors/ 6996D-20/ St. Louis City	Vehicle Acquisition - Two (2) Lowered Floor Accessible Minivans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	City Seniors/ 7151A-21/ Multi-County-M	Vehicle Acquisition - One Medium-Roof Long Conversion Van	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Clayton/ 7175-24/ St. Louis	Brentwood/Central/Bemiston - Bw: Forsyth To Maryland; Central: Maryland To Shaw Bemiston: Bonhomme To Maryland - Resurfacing	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Collinsville / 6515-18/ Madison	Sugar Loaf Road - IL 157 To East 1,200 Feet. Reconstruct	Roadway Reconstructi on	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 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')	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Collinsville / 6985D-23/ Madison	Summit Avenue, Phase 1 - Notting Hill Rd To Alco Dr Resurfacing - Sidewalks (5') - Curb/Gutter	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Columbia/ 6574M-22/ Monroe	Carl Street - Over Wilson Creek Replace Bridge	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Columbia/ 6768-20/ Monroe	Ghent Road, Phase 1 - Palmer Creek Bridge To Christina Ct Reconstruction - Sidewalk (5')	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Columbia/ 7170B-22/ Monroe	Gm&O Connector Shared Use Path - Cherry St To Centerville/Main St Shared Use Path (10')	Bikeways - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Columbia/ 7215B-25/ Monroe	Ghent Road, Phase 2 - Christina Ct To N. Main St Resurfacing - Widen To 13' Lanes - Sidewalk (5')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Community Living/ 6996E-20/ St. Charles	Vehicle Acquisition - Two (2) 15-Passenger Vans; Two (2) Medium Roof Long Conversion Vans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Community Living/ 7151B-21/ St. Charles	Vehicle Acquisition - One Medium-Roof Long Conversion Van	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Crestwood/ 7105-22/ St. Louis	Whitecliff Park Lane Bridge - Over Gravois Creek Replace Bridge - Shared Use Path (8')	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Creve Coeur/ 6940-22/ St. Louis	New Ballas Road, Phase 1 - Olive Blvd To Craig Rd Slab Replacement - Diamond Grind - Repl. Sidewalk (5')	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Creve Coeur/ 7106-23/ St. Louis	US 67 - At Old Olive Street Rd Intersection Improvements - Bike/Ped Xing	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Creve Coeur/ 7155-22/ St. Louis	North New Ballas Sidewalk - Rocky Dr To 315' S/O Magna Carta Dr Sidewalk	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Creve Coeur/ 7176-24/ St. Louis	Craig Road - Olive Blvd (MO 340) To Old Ballas Rd Resurfacing - Sidewalks(6-8')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Dardenne Prairie/ 6941-21/ St. Charles	Stump Road - Feise Rd To MO N Reconstruction - Sidewalks (5') - Left Turn Ln	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	De Soto/ 7107-23/ Jefferson	N. Main Street, Phase 2 - Valley Pl To Williams St Resurfacing - Sidewalk (6') - Lighting	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	De Soto/ 7177-24/ Jefferson	Clarke Street - MO 21 To Main St Resurfacing	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Dellwood/ 6996F-20/ St. Louis	Vehicle Acquisition - One (1) 15-Passenger Van	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Dellwood/ 7178-23/ St. Louis	Hudson/Trask - Hudson: W. Florissant To Trask; Trask: Hudson To City Lim Overlay	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Des Peres/ 7108-22/ St. Louis	Lindemann Road - Manhattan Ave To Kirkwood City Limits (S/O Lillian Ave) Resurfacing - Sidewalk (6')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Disability Resource Association / 6996G-20/ Jefferson	Vehicle Acquisition - Three (3) Lowered Floor Accessible Minivans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Disability Resource Association / 6997B-20/ Jefferson	Operating Assistance - Two Years Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	East Alton/ 7141B-24/ Madison	W. Airline Drive - Main St To 9Th St Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	

Appendix A

Transportation Planning Projects

**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 2023-2026 TIP	East St. Louis/ 6769-20/ St. Clair	26Th/25Th Street - Missouri Ave To Lake Blvd (Louisiana Blvd) Resurfacing - Curb Ramps - Sidewalk (5')	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Easter Seals Midwest/ 6996H-20/ Multi-County-M	Vehicle Acquisition - Two (2) Minivans; One (1) Lowered Floor Accessible Minivan	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Edwardsville e/ 6574Q-24/ Madison	Center Grove Road - Over Mct Bike Trail Replace Bridge	Bridge Reconstruction/Rehab	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Edwardsville e/ 6934F-22/ Madison	St. Louis Street - Vandalia Ave To N. Main St Resurfacing - Curb Ramps - Sidewalk Impr.	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Edwardsville e/ 6985G-23/ Madison	University Drive, Phase 1 - IL 157 To Devon Ct Resurfacing - Sidewalks(5') - Reconstruction	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Edwardsville e/ 7141D-24/ Madison	Troy Road - 4Th Ave To Franklin Ave Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Edwardsville e/ 7195B-22/ Madison	Il 157 Shared Use Path - Lewis Rd To Mct Nature Trail Shared Use Path	Bikeways - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Edwardsville e/ 7214D-22/ Madison	Il 157 Shared Use Path - Enclave Blvd To Schwarz St Shared Use Path (10')	Bikeways - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Edwardsville e/ 7215C-25/ Madison	Esic Drive - IL 157 To University Dr Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Emmaus Homes/ 6996I-20/ Multi-County-M	Vehicle Acquisition - Two (2) Lowered Floor Accessible Minivans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Emmaus Homes/ 7151C-21/ St. Charles	Vehicle Acquisition - Two Lowered Floor Accessible Minivans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	Fairview Heights/ 7141E-24/ St. Clair	Longacre Drive - Union Hill Rd To IL 159 Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Fenton/ 6944-21/ St. Louis	Larkin Williams Road - South Highway Dr To Wolfner Dr Whitetopping - Sidewalk (5')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Fenton/ 7109-22/ St. Louis	Old Highway 141 - Gravois Rd To County Line Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Ferguson/ 6945-21/ St. Louis	S. Dade Avenue - Airport Rd To Suburban Ave Resurfacing - Curb Ramps	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Ferguson/ 7179-23/ St. Louis	Robert Avenue - N. Florissant Rd To N. Elizabeth Ave Reconstruct - Upgrade Sidewalks (5')	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Festus/ 7110-23/ Jefferson	W. Main Street, Phase 2 - Hancock Ct To Park Ave Resurfacing - Sidewalks (6') - Lighting	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Festus/ 7180-24/ Jefferson	N. Mill Street - Main St To Cedar Heights Dr (City Limits) Resurfacing - Lighting	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Five Star Senior Center/ 6996J-20/ St. Louis City	Vehicle Acquisition - One (1) Lowered Floor Accessible Minivan	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Florissant/ 7111-22/ St. Louis	Rue St. Denis, Phase 2 - N. Lafayette St To N. New Florissant Rd Resurfacing - Sidewalk (5-6')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Florissant/ 7181-23/ St. Louis	Mullanphy Road, Phase 1 - Patterson Rd To Fernbrook Dr Resurfacing - Sidewalk (5') -- Vesper To Fernbrook	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Franklin County/ 5187B-23/ Franklin	Huff Road Bridge - Over Tributary Of Pierce Creek Replace Bridge	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Franklin County/ 5187C-23/ Franklin	Lockhart Road Bridge - Over Logan Branch Replace Bridge	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Franklin County/ 6948-21/ Franklin	Hendricks Road Bridge - Over North Fork Of Meramec River Replace Bridge	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model

Appendix A Transportation Planning Projects

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 2023-2026 TIP	Franklin County/ 7182A-24/ Franklin	Little Boone Creek Road Bridge - Over Little Boone Creek Replace Bridge - Shoulders (2')	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Franklin County/ 7182B-23/ Franklin	Little Indian Creek Road Bridge - Over Girard Branch Of India Replace Bridge - Shoulders (2')	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Frontenac/ 7112-22/ St. Louis	Geyer Road, Phase 2 - Hermitage Hill Rd Rd To Huntleigh Trails Ln Resurfacing - Sidewalk (6')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Frontenac/ 7184-23/ St. Louis	Spoede Road Bridge - Over Deer Creek Replace Bridge - Sidewalk (6')	Bridge Reconstruction/Rehab	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Glen Carbon/ 7215D-25/ Madison	Cougar Dr/Junction Dr - Cougar: IL 159 To Junction; Junction: Cougar To IL 159 Resurfacing - Shared Use Path (8') - Partial Reconstruct	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Glendale/ 6949-21/ St. Louis	E. Essex Avenue - Sappington Rd To Dickson St Resurfacing - Sidewalk (5')	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Glendale/ 7185-23/ St. Louis	Sappington Road - Manchester Rd (MO 100) To Lockwood Ave Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Godfrey/ 6985H-23/ Madison	Pierce Lane, Phase 5 - Stamper Ln To 850' North Reconstruction - Sidewalk (5')	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Godfrey/ 7215E-25/ Madison	Tolle Lane, Phase 1 - Godfrey Rd (US 67) To Union Pacific RR Pavement & Joint Repairs - Replace Sidewalk (6')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Granite City/ 6985I-23/ Madison	Johnson Road, Phase 3 - Edgewood Ave To Wabash Ave Resurfacing - Sidewalks (5') - Curb & Gutter	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Granite City/ 7215F-25/ Madison	Madison Avenue - 23Rd St To 25Th St Resurfacing - Curb Ramps - Upgrade Sidewalks	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Great Rivers Greenway/ 6950-23/ St. Louis	Maline Greenway - Ted Jones Trail To W. Florissant Ave Shared Use Path (10') - Sidewalk (5')	Bikeways - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

Appendix A Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Great Rivers Greenway/ 6950A-23/ St. Louis	Maline Greenway - Ted Jones Trail To W. Florissant Ave Shared Use Path, Sidewalk - Sec. 1702 # 1958 - MO 116	Bikeways - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Great Rivers Greenway/ 7186-25/ St. Louis	St. Vincent Greenway - Werley Ave To St. Charles Rock Rd Shared Use Path (8-12')	Bikeways - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Great Rivers Greenway/ 7204-24/ St. Louis City	Brickline Greenway - Sarah St To Grand Ave Shared Use Path (12-14') - Bridge Over Vandeventer	Bikeways - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Hazelwood/ 6888G-18/ St. Louis	Vehicle Acquisition - One (1) Wide Body Cutaway Replacement	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Highland/ 6985J-23/ Madison	6Th Street - Pine St To Olive St Reconstruction - Sidewalk (5')	Roadway Reconstruction	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Highland/ 7141F-24/ Madison	6Th Street, Phase 3 - Olive St To Poplar St Reconstruction - Sidewalk (5')	Roadway Reconstruction	Minor Arterial	2025	Yes	
Exempt-93.126	Connected2045	IDOT/MoDOT/ 6102-30/ Multi-State	I-270 - Over Mississippi River Replace Bridge	Adding Through Lanes To Existing Road	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	Illinois Center For Autism/ 6997C-20/ Multi-County-I	Operating Assistance - Three Years Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Illinois/Siu e/ 7215O-25/ Madison	S. University Drive, Phase 1 - University Park Dr To Stadium Dr - North Bound Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Independence Center/ 6997D-20/ Multi-County-M	Operating Assistance - Two Years Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	Independence Center/ 7151D-21/ Multi-County-M	Vehicle Acquisition - One Lowered Floor Accessible Minivan	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Itn Gateway - St. Charles/ 7151E-21/ St. Charles	Vehicle Acquisition - One Lowered Floor Accessible Minivan	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Itn Gateway - St. Charles/ 7152B-21/ St. Charles	Operating Assistance - One Year Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Itn Gateway - St. Louis/ 7152C-21/ St. Louis	Operating Assistance - One Year Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Itn Gateway/ 6997E-20/ St. Charles	Operating Assistance - One Year Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 5189E-23/ Jefferson	Commerce Drive Bridge - Over Black Creek Bridge Replacement	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 6952A-21/ Jefferson	Allen Road Bridge - Over Sandy Creek Replace Bridge	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 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 2023-2026 TIP	Jefferson County/ 6952C-21/ Jefferson	Laguna Palma Road & Mcgehan Road Bridges - Over Boyd Branch & Tributary Of Joachim Creek Replace Bridges	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model

Appendix A Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 6952E-21/ Jefferson	Old Lemay Ferry Road - 0.42 Mi. S/O Regency Woods Pl To Kneff Rd Safety Improvements - Shoulders (4') - High Friction Treatment	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 6952G-21/ Jefferson	Seckman Road, Phase 2 - 700' W/O Outer Rd To 400' E/O Mastodon Park Ent. Shoulder (8') - Overlay - Curb & Gutter - Safety Impr.	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7113B-23/ Jefferson	Old Lemay Ferry Rd, Phase 3 - Vogel Rd To Spring Forest Rd Reconstruction - Shoulders (5')	Roadway Reconstruction	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7113C-23/ Jefferson	Mt. Olive Rd Bridge - Over McMullen Branch Replace Bridge - Shoulders (4')	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7113D-22/ Jefferson	Antire Road - 400' N/O Crestview Dr To 200' E/O Sunshine Dr Overlay - Shoulder (4') - Curve Impr. - Signage - Rumblestrip	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7113E-23/ Jefferson	Dulin Creek Road - Meyer Ln To Local Hillsboro Rd Overlay - Shoulder (4') - Rumble Strips - Signage	Traffic Operations	Rural Minor Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7113F-23/ Jefferson	Saline Road - Northwest Blvd To 400' S/O Memory Ln Overlay - Shoulders (4') - Rumble Strips - Signage	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7187A-23/ Jefferson	Flucom Road - Hencher Rd To Athena School Rd Overlay - Shoulders (4') - Rumblestrips	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7187B-23/ Jefferson	Harmony Hills Road Bridge - Over Pomme Creek Replace Bridge	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7187C-24/ Jefferson	Market Street - Fourth St To Front St Reconstruction - Sidewalks(8') - Lighting	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7187D-23/ Jefferson	Old Highway M - Glenstone Dr To Chasteen Ln Realignment - Shoulders (4') - Overlay - Rumble Strip	Traffic Operations	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Jefferson County/ 7187E-24/ Jefferson	Twin River Road - Byrnes Mill Rd/MO Pp To Osage Dr Overlay - Shoulders (4') - Rumble Strip	Traffic Operations	URBAN MINOR COLLECTOR	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Kirkwood/ 6953-22/ St. Louis	W. Essex Avenue - Kirkwood Rd (US 61/67) To Geyer Rd Reconstruction - Replace Sidewalks (5') - Bike Ln	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Kirkwood/ 7114-22/ St. Louis	Kirkwood Road, Phase 1 - 100' S/O Swan Ave To Adams Ave Resurfacing - Upgrade Sidewalks	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Kirkwood/ 7115-22/ St. Louis	Lindemann Road - Dougherty Ferry Rd To Des Peres Limit (120' S/O Montour) Resurfacing - Upgrade Sidewalk (5') - Bike Lane (5')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Kirkwood/ 7158-22/ St. Louis	Historic Amtrak Station Restoration - Restoration Of Train Station Const. In 1893 Ada Compliance - Exterior - Platform Cover	Historic Facility Restoration	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2023-2026 TIP	Kirkwood/ 7188A-23/ St. Louis	S. Clay Avenue - Adams Ave To Woodbine Ave - Raised Intersections At Argonne/Jefferson Resurfacing - Upgr Sidewalks (5')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Kirkwood/ 7188B-23/ St. Louis	S. Kirkwood Rd, Phase 2 - W. Monroe Ave To Bnsf RR Resurfacing - Upgrade Sidewalks	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Ladue/ 6954-22/ St. Louis	Dielman Road - Tamarack Dr To Ladue Rd Resurfacing - Sidewalk (5')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Lake Saint Louis/ 7159-22/ St. Charles	Lake Saint Louis Blvd Uptown Sidewalk - S/O Veterans Memorial Pkwy To Spillway Bridge Sidewalks (6')	Pedestrian Facilities - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Lake Saint Louis/ 7189-23/ St. Charles	Technology Drive - Lake Saint Louis Blvd To Technology Dr Loop Resurfacing - Sidewalk(6') - Shared Use Path (8')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Lebanon/ 6613-19/ St. Clair	Mcallister Street - IL 4 (Madison Street) To Herman Street Reconstruction - Sidewalk (5')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 6667V-23/ Madison	Preventive Maintenance - Fy 2023	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145C-24/ Madison	Preventive Maintenance - Fy 2024	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145F-23/ Madison	Project Administration - Fy 2023	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145G-24/ Madison	Project Administration - Fy 2024	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145I-21/ Madison	Transit Support Equipment - Tractors Replace 2	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145J-23/ Madison	Vehicles (Non-Revenue) - Driver Relief Replace 22	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145K-22/ Madison	Vehicles (Non-Revenue) - Road Supervisor Replace 7	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145L-22/ Madison	Vehicles (Non-Revenue) - Transit Support Replacement	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145P-21/ Madison	Granite City Transit Station - Renovation	Capital Improvement - Transit	N/A	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145R-25/ Madison	Light Duty Bus Inspection Services -	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145S-25/ Madison	Light Duty Bus Replacement - 25 Replacement Buses	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145UU-22/ Madison	Heavy-Duty Transit Buses 40' - 5 Replacement	Capital Improvement - Transit	N/A	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145V-25/ Madison	Heavy Duty Transit Buses 40' - 10 Replacement	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145W-25/ Madison	Preventive Maintenance - Fy 2025	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Madison County Transit District/ 7145X-25/ Madison	Project Administration - Fy 2025	Capital Improvement - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Madison County/ 6575M-23/ Madison	Renken Road - Washington St To 0.1 Mi W/O Timberview Dr Resurfacing	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Madison County/ 6575MM-22/ Madison	Renken Road - Washington St To 0.1 Mi W/O Timberview Dr Resurfacing	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Madison County/ 6575O-24/ Madison	S. Moreland Road - IL 140 To IL 143 Resurfacing	Roadway Resurfacing	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	Madison/ 6934H-22/ Madison	Third St - IL 203 To Ewing Ave Resurfacing - Sidewalks (4.5') - Curb & Gutter	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Madison/ 6985K-23/ Madison	Madison Avenue, Phase 1 - 3Rd St To 7Th St Resurfacing - Sidewalks (5')	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Madison/ 7141G-24/ Madison	Madison Avenue, Phase 2 - 7Th St To 12Th St Resurfacing - Sidewalks (5')	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Madison/ 7215G-25/ Madison	Madison Avenue, Phase 3 - 12Th St To 14Th St Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Manchester / 7116-23/ St. Louis	La Bonne Parkway - Big Bend Rd To Carman Rd Reconstruction - Upgrade Sidewalks (5')	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Manchester / 7117-22/ St. Louis	Manchester Rd (MO 100) Sidewalk - Baxter Rd To MO 141 Sidewalks (5-6') - Ped Bridge	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Manchester / 7190-24/ St. Louis	Hanna Road, Phase 1 - Hannafield Ct To Brookvale Terrace Microsurfacing - Upgrade Sidewalks (5-6')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Maplewood / 7191-23/ St. Louis	Greenwood Boulevard - Sussex Ave To Canterbury Ave Reconstruction - Sidewalk (6-12')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Maryland Heights/ 6956-23/ St. Louis	Adie Road - US 67 (Lindbergh Blvd) To Dorsett Rd Reconstruction - Sidewalks (5') - Replace Culvert	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Maryville/ 7141H-24/ Madison	Keebler Road, Phase 3 - Lorry Ln To 80' N/O W. Main St Resurfacing - Sidewalks (6')	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Mascoutah/ 7170C-22/ St. Clair	N. Jefferson Street (II 4) Shared Use Path - Onyx Dr To Berm Trail Shared Use Path (10')	Bikeways - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Mascoutah/ 7195C-22/ St. Clair	L & N Railway Trail - IL 4 (Near L & N Ave) To Brickyard Rd Shared Use Path	Bikeways - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	Connecte d2045	Metro/ 6091-30/ Regional	Transit Operations - Maintain Existing Transit System	Operating Assistance - Transit	N/A	2030	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	Connecte d2045	Metro/ 6091A-40/ Regional	Transit Operations - Maintain Existing Transit System	Operating Assistance - Transit	N/A	2040	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	Connecte d2045	Metro/ 6091B-45/ Regional	Transit Operations - Maintain Existing Transit System	Operating Assistance - Transit	N/A	2045	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Millstadt/ 7215H-25/ St. Clair	Madison Street Sidewalk - Kossuth: Washington-Madison; Madison: Kossuth - Jotham Sidewalk (5') - Lighting - Curb & Gutter	Pedestrian Facilities - Construction	Rural Minor Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 4773-08/ Franklin	I-44 - MO O To 0.15 Mi E/O MO Ah Interchange Improvements (Bridge L0865, L0866, & L0931)	Traffic Operations	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 5123B-13/ Franklin	I-44 - 1.25 Mi E/O MO O To MO 100 West Pavement Improvements	Adding Through Lanes To Existing Roads	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 5305D-11/ Franklin	MO Y - Over Cedar Fork Creek Bridge Replacement	Bridge Reconstructi on/Rehab	Rural Minor Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 5309-11/ St. Louis	I-170 - North Of Clayton Rd - Construct Driveway To Restore Utility Access Cut-Off By Soundwall Constr.	Roadway Resurfacing	Interstate	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 5645A-18/ Multi-County-M	Bridge/Tunnel Inspections - At Various Locations (Locally Maintained) Tunnel Inspect. 21 & 23 - Match Pd By Stl City(\$20K/Yr)	Bridge Reconstructi on/Rehab	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To

Appendix A Transportation Planning Projects

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
								Constructio n
Exempt- 93.126	FY 2023- 2026 TIP	MoDOT/ 5645B-24/ Multi- County-M	Bridge/Tunnel Inspections - At Various Locations (Locally Maintained) Tunnel Inspect. 25 - Match Pd By Stl City (\$20K/Yr)	Bridge Reconstructi on/Rehab	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Constructio n
Exempt- 93.126	FY 2023- 2026 TIP - Scoping	MoDOT/ 5743-13/ St. Louis	I-270 - I-70 To West Of The Mississippi River Environmental Study	Air Quality Related Improvement	Interstate	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Constructio n
Exempt- 93.126	Connecte d2045	MoDOT/ 6080-30/ St. Louis City	I-64 - At Vandeventer Rehabiliate Bridge	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	
Exempt- 93.126	Connecte d2045	MoDOT/ 6108A-30/ Multi-State	I-255 - Over Mississippi River Rehabiliate Bridge	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	
Exempt- 93.126	Connecte d2045	MoDOT/ 6108B-30/ Multi- County	I-55 - Over Meramec River Rehabiliate Bridge	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	

Appendix A

Transportation Planning Projects

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	Connecte d2045	MoDOT/ 6108C-30/ Multi- County	MO 370 - Over Missouri River Repair Bridge	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	
Exempt-93.126	Connecte d2045	MoDOT/ 6108D-30/ Multi- County	MO 364 - Over Missouri River Repair Bridge	Bridge Reconstructi on/ Replacement (No Additional Through Lanes)	Interstate	2030	Yes	
Exempt-93.126	FY 2023- 2026 TIP - Scoping	MoDOT/ 6705Q-17/ St. Louis	MO 141 - At MO 364 Interchange Interchange Improvements	Traffic Operations	Expressway	2025	Yes	
Exempt-93.126	FY 2023- 2026 TIP	MoDOT/ 6788G-17/ St. Louis	MO D - I-170 To West Of Pennsylvania Ave Pavement & Ada Transition Plan Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023- 2026 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 Reconstructi on/Rehab	Expressway	2030	Yes	
Exempt-93.126	FY 2023- 2026 TIP	Modot/ 6794Q-18/ Multi- County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 16	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023- 2026 TIP	MoDOT/ 6794R-18/ Multi- County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 17	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023- 2026 TIP - Scoping	MoDOT/ 6798D-17/ St. Louis	I-70 - At Hanley Rd Ada Transition Plan Improvements (Bridge 6175)	Pedestrian Facilities - Construction	Interstate	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023- 2026 TIP	MoDOT/ 6798H-18/ St. Louis City	MO H - Adelaide Ave To W/O Riverview Dr/ Hall St Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	MoDOT/6798J-18/ St. Louis City	MO 367 - Halls Ferry Circle To I-70 Pavement Resurfacing Upgrade Pedestrian Facilities	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6798N-18/ St. Louis	US 67 - MO D To Swan Ave Resurfacing, Bridge Replacement, & Ada Transition Plan Impr.	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6798R-18/ St. Louis	MO 21 - MO 30 To Meramec River Pavement Improvements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6798T-18/ St. Louis	MO 100 - MO 141 To New Ballas Road Pavement Rehabilitation. Involves Bridges A0960, A5016, F0181, F0182	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/6798V-18/ St. Charles	MO N - MO T To I-64 Pavement Improvements	Roadway Resurfacing	Major Collector	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/6806A-18/ St. Charles	MO 94 - I-70 To Kingshighway St Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6806L-18/ Multi-County-M	I-55 - Over Meramec River Bridge Improvements (Bridge A0609)	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6806N-18/ Jefferson	MO 21 - Various Locations Bridge Rehabilitations A2941, A2942, A2943, A2944, A2945, A2956, A2957, A29	Bridge Reconstruction/Rehab	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/6806Q-18/ Franklin	MO 47 - N/O Miller Dr To N/O Cardwell St Pavement Repair	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6807M-19/ Multi-County-M	Asphalt Pavement Improvements - At Various Locations Job Order Contracting (Non-Interstate)	Roadway Resurfacing	N/A	2025	No	Locations Not Identified
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6807W-18/ St. Louis	US 61 - N/O Big Bend Blvd To Barracksview Rd Pavement Resurfacing, Signal Reconstruction, & Ada Transition Plan	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6811B-18/ St. Louis	I-70 - At MO 180 Bridge Replacement (L0887) & Add Sidewalk	Bridge Reconstruction/Rehab	Principal Arterial	2030	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 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/Rehab	Expressway	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/6852J-18/ Multi-County-M	Various - Various Routes Signage Improvements	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6852O-18/ Franklin	MO Mm - MO 100 To MO T Pavement Resurfacing, Curve Corrections, Replace Culvert, Guardrail Upgrade	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/6852U-18/ Jefferson	I-55 Outer Road - Over Railroad Tracks S/O MO Z Bridge Rehabilitation	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 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-93.126	FY 2023-2026 TIP	Modot/6888O-19/ Multi-County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 18	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6892C-18/ Jefferson	US 61 - Over Joachim Creek B/W Scenic Dr & Joachim Rd Bridge Replacement & Slide Repair	Bridge Reconstruction/Rehab	Expressway	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6892N-19/ St. Louis	MO 267 - US 67 To River City Blvd Pavement Resurfacing & Ada Transition Plan Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/6892Q-19/ Jefferson	US 61 - At Castle Acres Rd & River Cement Rd Near Selma Safety Improvements	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6892R-19/ Jefferson	US 61 - US 67 To MO M Pavement Resurfacing, Guardrail Upgrade, Ada Transition	Roadway Resurfacing	Principal Arterial	2025	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	MoDOT/6936F-19/ St. Louis	MO 115 - MO U To St Louis City Limits Pavement, Signal, Drainage, And Ada Trans. Pl Impr.	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6936G-19/ St. Louis	MO 115 - I-170 To Hanley Rd Pavement, Drainage, Signal, & Ada Work	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	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	FY 2023-2026 TIP	MoDOT/6936P-20/ Multi-County-M	Concrete Pavement Improvements - Various Major Route Locations In The St Louis District Job Order Contract	Roadway Resurfacing	N/A	2025	No	Locations Not Identified
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6936R-20/ Multi-County-M	Guard Cable Repair - At Various Primary Route Locations In The St Louis District Job Order Contract For Guard Cable Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6936T-20/ Multi-County-M	Fence Repair - At Various Primary Route Locations In The St Louis District Job Order Contract For Fence Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2023-2026 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/Rehab	N/A	2025	No	Locations Not Identified
Exempt-93.126	FY 2023-2026 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/Rehab	N/A	2025	No	Locations Not Identified
Exempt-93.126	FY 2023-2026 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 - Off Roadway
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6989D-23/ 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 - Off Roadway
Exempt-93.126	FY 2023-2026 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 - Off Roadway

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	MoDOT/6989G-23/ 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 - Off Roadway
Exempt-93.126	FY 2023-2026 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 - Off Roadway
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6989N-20/ Multi-County-M	Safety Improvements - At Various Locations In The St Louis District Potential Design/Build Safety Project	Traffic Operations	N/A	2025	No	Safety Improvement Locations Not Yet Identified
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6990E-20/ St. Charles	I-70/I-70 Outer Road - MO K To Spencer Creek - Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6990H-20/ St. Charles	I-70 - At Bryan Rd Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6990Q-19/ Multi-County-M	I-55 - Lindbergh Boulevard To I-44 Pavement Rehabilitation	Roadway Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6990U-20/ St. Louis City	MO D - St Louis City Limits To Tucker Blvd Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6990Y-20/ Multi-County-M	MO 30 - MO Pp To I-44 North Outer Rd Pavement Resurfacing, Bridge Replacement And Guardrail And Ada Upgrades	Bridge Reconstruction/Rehab	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6990Z-20/ Franklin	US 50 - West Of Independence Rd To MO 47 Resurfacing, Guardrail And Ped Upgrades, And Pipe Replacements	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6991A-19/ Jefferson	MO M - At St Luke'S Church Rd And Moss Hollow Rd Add J-Turns	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 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 - Activity Does Not Involve Or Lead Directly To

Appendix A

Transportation Planning Projects

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
								Construction
Exempt-93.126	FY 2023-2026 TIP	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 2023-2026 TIP	MoDOT/ 6991E-20/ St. Charles	I-64 - MO Dd To MO 94 Pavement Repairs	Roadway Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 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 2023-2026 TIP	MoDOT/ 6991G-20/ St. Charles	MO 79 - Lincoln Co Line To Divided Pavement (N/O Salt River Rd) Pavement Preservation Treatment	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 6991H-20/ St. Charles	MO D/ MO H - MO D: MO Z To MO 94; MO H: MO 94 To MO J Pavement Preservation Treatment	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 6991I-20/ St. Charles	MO M - MO P To MO 79 Pavement Resurfacing & Repair	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 6991J-20/ St. Charles	MO V - MO 94 To End Of State Maintenance Rebuild Pavement And Replace Signing	Roadway Resurfacing	Rural Minor Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 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 2023-2026 TIP	MoDOT/ 6991L-20/ St. Louis	I-270/I-255 - Mississippi River To Mississippi River Replacement Of Structural Steel Signs	Traffic Operations	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 6991O-20/ St. Louis City	I-64 - At Market St Bridge Rehabilitation And Replacement	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 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/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 6991Q-20/ St. Louis City	I-64 - E/O N. Sarah St To E/O Vandeventer Ave Bridge Redeck	Bridge Reconstruction/Rehab	Interstate	2030	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	MoDOT/6991T-20/ St. Louis City	I-44 - Macklind Ave To Nebraska Ave Bridge Replacements (Overpasses)	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/6991U-20/ St. Louis City	I-55 - Weber Rd And Loughborough Ave Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6992F-20/ St. Louis	MO N - Dunn Rd To Throughman Ave Resurfacing - Ada Transition Plan Upgrades	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/6992G-20/ Franklin	MO 100 - 0.1 Mi E/O Dubois Creek To 1 Mi W/O MO At Intersection Traffic Safety Plan	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6992S-21/ St. Louis	Safety Improvements - At Various Locations In St. Louis County - Potential Design-Build Safety Project - Stl Co Provide Match	Traffic Operations	N/A	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6992U-21/ Multi-County-M	US 67 - MO 367 To Mississippi River Pavement And Bridge Improvements	Roadway Resurfacing	Expressway	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6992W-21/ St. Louis	MO N - Hawkesbury Dr To MO 115 Pavement Resurfacing & Ada Transition Plan Impr.	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/6992X-21/ St. Louis	Various Bridges/Culverts - Along I-170, US 67, MO Ac, MO N	Bridge Reconstruction/Rehab	N/A	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/6992Z-21/ Multi-County-M	Various - On Various Routes In The St Louis District Scoping For Future Projects	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.126	FY 2023-2026 TIP	Modot/6996U-20/ Multi-County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 19	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance

Appendix A

Transportation Planning Projects

**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 2023-2026 TIP	Modot/ 6996V-20/ Multi-County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 20	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Modot/ 7151J-22/ Multi-County-M	Project Administration - 5310 Enhanced Mobility - Project Administration For 5310 Projects Fy 21	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7171A-21/ St. Louis City	I-64 - Kingshighway To Jefferson Ave Conceptual Engineering And Asset Management Needs	Traffic Operations	Interstate	2025	No	No Significant Impact On VMT - Activity Does Not Involve Or Lead Directly To Construction
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171C-21/ St. Louis	MO 366 - Geyer Rd To St Louis City Limits Pavement Resurfacing And Ada Transition Plan Impr	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7171F-22/ St. Louis City	I-64 - Papin Street Ramp To Eb I-64 Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171G-22/ St. Louis	I-270 - At I-55 & I-44 Interchanges Bridge Rehabilitation - Bridge Painting	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171H-22/ St. Louis	I-170 - At Westbound I-270 Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171J-23/ Multi-County-M	I-64 - Over The Missouri River Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171K-22/ Multi-County-M	Various Bridge Rehabilitation - I-64: I-44 To 22Nd St; I-44 At Cole; MO 364 At Creve Coeur Lake; MO 47 Over MO River; MO 364 Over MO River	Bridge Reconstruction/Rehab	Interstate	2025	Yes	

Appendix A

Transportation Planning Projects

**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 2023-2026 TIP	MoDOT/ 7171M-22/ Multi-County-M	I-70/I-64/MO 370 - Over Missouri River Bridge Washing	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171N-22/ Multi-County-M	Various Bridge Rehabilitations - Along I-64 In St. Charles, MO 364 At Cc Mill/141, I-64-Hanley To Kingshwy, MO 100 Ramp Over Rr, I-64 Wb Grand Ramp	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171P-22/ St. Louis	I-44 - Franklin County Line To Williams Rd Pavement Resurfacing & Signal Upgrades	Roadway Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171R-22/ St. Louis	I-170 - At Page Ave, Woodson Rd, & Union Pacific Railroad Bridge Rehabilitations & Painting	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7171S-22/ St. Louis City	I-64 - W/O Compton Ave To W/O Clayton Ave Bridge Rehabilitation & Painting	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171T-22/ Multi-County-M	Signal Replacements - MO Ee - MO 115 To MO 180, MO U At Burrwood I-70 Ramp/E Taylor At West Florissant	Traffic Operations	N/A	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171V-22/ Multi-County-M	I-270 - MO 367 To Chain Of Rocks Bridge Pavement Resurfacing	Roadway Resurfacing	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171W-22/ St. Charles	I-70 - MO K To 0.28 Mi E/O Of Mid Rivers Mall Dr Pavement Resurfacing	Roadway Resurfacing	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171X-22/ St. Louis	I-270 - At MO 180 & MO 370 (Slide Repair) 180: Replace Bridge Approaches & Guardrail	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7171Y-22/ St. Louis	I-70 - At The I-270 Interchange Replace Lighting	Traffic Operations	Interstate	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216B-22/ St. Louis	I-170 - At Eastbound I-270 Bridge Rehabilitations	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216F-22/ St. Louis	I-70 - MO 180 To Springdale Ave Pavement Resurfacing	Roadway Resurfacing	Interstate	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216G-22/ Multi-County-M	I-64/I-270 - I-64: I-70 To Mississippi R; I-170 I-270 To Eager Rd Replace Structural Steel Signs	Traffic Operations	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216H-22/ Multi-County-M	I-44 - Various Bridges In St Louis District Bridge Deck Sealing	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216J-22/ St. Louis	I-70 - At I-270 Bridge Replacement	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216K-22/ Multi-County-M	Various - In St Louis District Replace Raised Pavement Markers	Traffic Operations	N/A	2025	No	Locations Not Identified
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7216L-22/ St. Louis	I-70 - Missouri River To East Of Hanley Rd Corridor Improvements	Traffic Operations	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216M-22/ St. Louis City	I-70 - Various Bridges Bridge Washing (Incl. \$209,100 Idot Funds)	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216N-22/ St. Louis	MO 100 (Westbound) - At I-270 & Des Peres Road Bridge Rehabilitation	Bridge Reconstruction/Rehab	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216P-22/ St. Louis	MO U - West Florissant Ave To Woodrow Ave Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216R-22/ Multi-County-M	Various - In The St Louis District Ada Transition Plan Improvements	Pedestrian Facilities - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216U-21/ St. Charles	MO 79 - Over I-70 Bridge Rehabilitation	Bridge Reconstruction/Rehab	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216V-22/ St. Charles	MO 370 - I-70 To MO 94 Bridge Rehabilitations	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216Y-22/ Franklin	MO 100 - Washington Crossing To E/O Fifth Street Pavement Resurfacing, Upgrade Guardrail And Upgrade Pedestrian Facilities	Roadway Resurfacing	Principal Arterial	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7216Z-22/ Multi-County-M	Various - 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 Involve Or Lead Directly To Construction
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7217A-22/ Multi-County-M	MO 370/MO 364 - Various Locations Striping And Signage Upgrades	Traffic Operations	Expressway	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7217J-22/ St. Charles	MO 370 - Over Premier Pkwy & Salt River Rd Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7217K-22/ St. Louis	MO 370 - Over Cowmire Cr, Ferguson Ln & MO Bottom Rd Bridge Rehabilitations	Bridge Reconstruction/Rehab	Expressway	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7217L-22/ St. Louis	US 67 - MO 367 To MO Ac Resurfacing, Repl Signal, Upgrade Guardrail & Ped Facilities	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7217N-22/ St. Charles	US 67 - Between MO 94 And Missouri River Add J Turns	Traffic Operations	Expressway	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7217P-22/ Multi-County-M	Various - In St Louis City And St Louis County Job Order Contracting For Guardrail Repair	Traffic Operations	N/A	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7217S-22/ Multi-County-M	Various - At Various Locations In The St Louis District Upgrade Striping And Signage For Wrong Way Countermeasures	Traffic Operations	N/A	2025	No	Locations Not Identified
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7217U-22/ Multi-County-M	MO 370 - E/O Elm Point Rd To I-270 Pavement Resurfacing	Roadway Resurfacing	Expressway	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7218-22/ Franklin	MO 47 - MO 100 To I-44 Corridor Improvements	Traffic Operations	Principal Arterial	2025	No	No Significant Impact On VMT - Engineering to Determine Alternatives

Appendix A Transportation Planning Projects

**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 2023-2026 TIP	MoDOT/ 7219E-22/ St. Louis	MO Cc - MO 109 To I-64 Pavement Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219F-22/ St. Louis	MO 30 - Over The Meramec River Bridge Rehabilitation	Bridge Reconstruction/Rehab	Expressway	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219I-22/ St. Louis	I-55/I-44/I-270 - Mattis At I-55/ Geyer At I-44/ Cragwold At I-270/ 270 At 44 Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219J-22/ St. Louis	US 67 - I-70 To MO D Pavement Resurfacing & Upgrade Pedestrian Facilities	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219K-22/ Franklin	MO Cc - Over Branch Of Big Creek Replace Box Culvert	Bridge Reconstruction/Rehab	Rural Minor Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219L-22/ St. Charles	I-70 - At MO W Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219M-22/ St. Louis	MO Ac - S/O Pershall Rd To N/O St. Cyr Rd Pavement Resurfacing & Upgrade Pedestrian Facilities	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219N-22/ Jefferson	MO Mm - MO 30 To Buckeye Valley Road Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219O-22/ St. Louis	US 61 - Meramec River To 0.14 Miles N/O Lindbergh Pavement Resurfacing & Pedestrian Upgrades	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219Q-22/ St. Louis	MO 109 - At Various Locations Signal Replacements	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219R-22/ St. Louis	MO D - Bridges B/W Belt Way Dr & Ogden Ave Bridge Rehabilitations	Bridge Reconstruction/Rehab	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219S-22/ St. Louis	MO 109 - MO 100 To MO Ff Pavement Repairs	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7219U-22/ Franklin	OR 44 - W/O MO Ah Overpass To US 50 Pavement Resurfacing/ Repairs & Guardrail Upgr	Roadway Resurfacing	Rural Minor Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219V-22/ Franklin	OR 44 - Crawford County Line To MO 47 Pavement Resurfacing	Roadway Resurfacing	Rural Minor Collector	2025	Yes	

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219W-22/ Multi-County-M	MO T - MO 100 (Franklin Co) To MO 100 (Stl Co) Pavement Resurfacing	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219Y-22/ Franklin	MO Kk - MO C To MO 185 Pavement Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7219Z-22/ St. Louis	US 67 - Over MO 180 Bridge Rehabilitation	Bridge Reconstruction/Rehab	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7220B-22/ St. Louis	MO D - Over US 67 Bridge Replacement	Bridge Reconstruction/Rehab	Expressway	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7220C-22/ Franklin	Old MO 100 - 0.21 Miles E/O Fifth Street Bridge Replacement	Bridge Reconstruction/Rehab	URBAN MINOR COLLECTOR	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7220E-22/ Franklin	MO N - MO 30 To MO O & MO O To End Of Maintenance Pavement Resurfacing	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7220F-22/ St. Louis	MO 231 - St Louis City Limits To Franru Lane Pavement & Pedestrian Improvements	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7220G-22/ St. Louis	MO 231 - Franru Lane To The Meramec River Pavement Resurfacing & Pedestrian Upgrades	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7220H-22/ St. Louis	MO Ab - 0.1 Mile W/O MO 141 To I-270 Pavement Resurfacing & Upgrade Pedestrian Facilities	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7220J-22/ Jefferson	US 61 - At Miller Road And St John'S Church Road Signalize Intersection & Add Turn Lanes	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7220K-22/ St. Louis	MO Ac - I-270 To Lindbergh Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP	MoDOT/ 7220L-22/ Jefferson	MO M - MO 21 To Metropolitan Boulevard Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7227R-23/ St. Charles	North I-64 Outer Road - Over Peruque Creek Bridge Replacement	Bridge Reconstruction/Rehab	Major Collector	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/ 7227Y-23/ St. Louis	I-70 - At Hanley Rd Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 TIP - Scoping	MoDOT/7227Z-23/ St. Louis	I-270 - I-70 To I-170 Pavement Resurfacing And Median Barrier Replacement	Roadway Resurfacing	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7228B-23/ St. Louis	MO 141 - MO 370 To I-70 Pavement Resurfacing	Roadway Resurfacing	Expressway	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7228V-23/ Jefferson	MO 30 - MO Pp To St Louis County Line Pavement Resurfacing/ Repairs	Roadway Resurfacing	Expressway	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7228X-23/ Franklin	I-44 - MO 100 To Viaduct Street Pavement Resurfacing And Guardrail Upgrades	Roadway Resurfacing	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7228Y-23/ Franklin	MO A - MO 100 To MO 47 Pavement Resurfacing And Pavement Repairs	Roadway Resurfacing	Minor Arterial	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7228Z-23/ Franklin	MO AB - End Of State Maintenance To I-44 N Outer Rd Pavement Resurfacing And Pavement Repairs	Roadway Resurfacing	LOCAL ROAD	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7229D-23/ St. Louis	I-44 - Between Eureka And Fenton Bridge Rehabilitations	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7229M-23/ St. Louis City	MO H - I-270 To Hall Street Pavement Resurfacing	Roadway Resurfacing	Principal Arterial	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7229O-23/ Franklin	US 50 - Over The Bourbeuse River Bridge Rehabilitation	Bridge Reconstruction/Rehab	Principal Arterial	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7229Q-23/ St. Louis	I-64 - At Long Rd Bridge Replacement	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7230A-23/ St. Louis City	I-70 - Over Mississippi R (Stan Musial Bridge) Bridge Rehabilitation	Bridge Reconstruction/Rehab	Interstate	2030	Yes	
Exempt-93.126	FY 2023-2026 TIP - Scoping	MoDOT/7230M-23/ St. Charles	US 67 - On The Lewis Bridge Over Missouri R Preventative Maintenance And Drainage Upgrades	Bridge Reconstruction/Rehab	Expressway	2030	Yes	
Exempt-93.126	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 - Maintenance At Various Locations

Appendix A

Transportation Planning Projects

**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	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 - Maintenance At Various Locations
Exempt-93.126	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 - Maintenance At Various Locations
Exempt-93.126	FY 2023-2026 TIP	Monroe County/ 6574R-22/ Monroe	Old Route 156 - Over Drainage Canal - (Near W Rd In Valmeyer) Replace Bridge	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	Monroe County/ 6575N-24/ Monroe	Floraville Road - Waterloo City Limits To Monroe/St. Clair Co Line Resurfacing	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Monroe County/ 6805C-23/ Monroe	Floraville Road - Waterloo City Limits To Monroe/St. Clair Co Line Asphalt Shoulders, Rumble Strips, Pavement Markings	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	New Athens/ 7215I-25/ St. Clair	Spotsylvania Street - Van Buren St To Approx. 600' W/O New Baldwin Rd Resurfacing - Sidewalk (4')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	New Haven/ 7160-22/ Franklin	New Haven Middle School Shared Use Path - New Haven Park Trail To Middle School Shared Use Path (10')	Bikeways - Construction	N/A	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Next Step For Life/ 6996L-20/ Jefferson	Vehicle Acquisition - Two (2) Lowered Floor Accessible Minivans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Northside Youth & Senior Service Center/ 6996M-20/ St. Louis City	Vehicle Acquisition - One (1) Narrow Body Cutaway; Two (2) 15-Passenger Vans	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	OATS/ 6996N-20/ Multi-County-M	Vehicle Acquisition - Thirteen (13) Wide Body Cutaways	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Oats/ 7151F-21/ Multi-County-M	Vehicle Acquisition - Ten Wide Body Cutaways And Equipment	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Oats/ 7152F-21/ Multi-County-M	Operating Assistance - One Year Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	Oats/Jeffco Express/ 7152D-21/ Jefferson	Operating Assistance - Three Years Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 TIP	O'Fallon/ 6985M-23/ St. Clair	Simmons Road Bridge - Over Ogles Creek Replace Bridge	Bridge Reconstruction/Rehab	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	O'Fallon/ 7118-22/ St. Charles	Main Street, Phase 2 - Pitman St To Terra Rd Resurfacing - Shared Use Path (8') - Upgrade Sidewalk (5')	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	O'Fallon/ 7161-22/ St. Charles	Dardenne Greenway Connection - Phoenix Pkwy To Barat Haven Blvd Shared Use Path (10') - Parking Lot (Locally Funded)	Bikeways - Construction	Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	O'Fallon/ 7215J-25/ St. Clair	E. State Street/Old Vincennes Trail - State: N. Smiley St To 7 Hills; Old Vin: 7 Hills To Scott-Troy Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Paraquad/ 6889E-18/ Multi-County-M	Operating Assistance - Three Years Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance

Appendix A

Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 TIP	Pine Lawn/ 7119-22/ St. Louis	Natural Bridge (MO 115) Sidewalks - Dardenne Ave To Avondale Ave Sidewalks (5') - Lighting - Mid Block Xings	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Pony Bird/ 6996O-20/ Jefferson	Vehicle Acquisition - One (1) Medium Roof Long Conversion Van	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Ponybird/ 7151G-21/ Jefferson	Vehicle Acquisition - One Medium-Roof Long Conversion Van	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Sauget/ 7141I-24/ St. Clair	Sauget Lighting, Phase 2 - Queeny: IL 3 To Falling Spr.; Falling Spr - Queeny To Curt. Steinberg; Curt Stein. - Falling Spr To Sauget Bus. Blvd	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Sauget/ 7215M-25/ St. Clair	Falling Springs Road Lighting - Nickell Ave To Village Limits (IL Central RR Xing) Lighting	Traffic Operations	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Shiloh/ 7215K-25/ St. Clair	Maple Street - Main St To Shiloh Heights Dr Resurfacing - Upgrade Sidewalk -Sidewalk (5')	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Shrewsbury / 7124H-22/ St. Louis	Weil/Wilhusen/St. Vincent - Weil: Shrewsbury-Wilhusen; Wilhusen: Weil-Lac. Stn St. Vincent: Weil-Murdoch Cut-Off - Resurfacing	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Southside Senior Citizens Center/ 6996P-20/ Multi-County-M	Vehicle Acquisition - Two (2) Wide Body Cutaways	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	St. Charles County/ 7122A-23/ St. Charles	Duello Road, Phase 3A - MO N To Orf Rd Reconstruction - Sidewalks (5') - Turn Lanes	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Charles County/ 7194A-24/ St. Charles	Augusta Bottom Road Bridge - Over Tributary Of Missouri River Replace Bridge - Shoulders (4')	Bridge Reconstruction/Rehab	Rural Minor Collector	2025	Yes	

Appendix A

Transportation Planning Projects

**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 2023-2026 TIP	St. Charles County/ 7194B-24/ St. Charles	Femme Osage Creek Road Bridge - Over Tributary Of Femme Osage Creek Replace Bridge - Shoulders (4')	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	St. Charles County/ 7194C-25/ St. Charles	Josephville Road - MO P To Kersting Rd Overlay - Shoulders (4') - Bridge Rehab	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Charles County/ 7194D-25/ St. Charles	West Meyer Road - MO W To Duenke Rd Overlay - Shoulders (4')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Charles/ 6888M-18/ St. Charles	Vehicle Acquisition - One (1) Wide Body Cutaway Replacement	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	St. Charles/ 6960-23/ St. Charles	S. Fifth Street - Fairgrounds Rd To San Juan Dr Reconstruction - Sidewalk (5') - Shared Use Path (10')	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Charles/ 7120-22/ St. Charles	Second Street - First Capitol Dr To Boones Lick Rd Reconstruction - Upgrade Sidewalks (5')	Roadway Reconstruction	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Charles/ 7121-24/ St. Charles	Hawks Nest Drive - W. Clay St To Zumbahl Rd Reconstruction - Slab Repl. - Sup (10') - Sidewalk (5')	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Charles/ 7164-22/ St. Charles	Sibley Street/Lindenwood Avenue Sidewalk - Sibley: Duchesne - Lindenwood; Lindenwood: Alley- Elm Sidewalk (5-6')	Pedestrian Facilities - Construction	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	St. Charles/ 7193A-23/ St. Charles	Duchesne Drive - Droste Rd To W. Clay St Reconstruction - Lighting - Upgrade Sidewalks	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Charles/ 7193B-23/ St. Charles	Muegge Road - Mexico Rd To Old Muegge Rd Slab Replacement - Diamond Grind - Shared Use Path (10')	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Clair County/ 6574O-24/ St. Clair	Triple Lakes Road - Over Prairie Dupont Creek Replace Bridge	Bridge Reconstruction/Rehab	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Clair County/ 6574S-24/ St. Clair	Imbs Station Road - Over Prairie Dupont Creek Replace Bridge	Bridge Reconstruction/Rehab	Major Collector	2025	Yes	

Appendix A Transportation Planning Projects

Air Quality	Status	Sponsor/ TIP#/ County	Project - Description	Investment Type	Functional Class	Horizon Year	TDM	Comment
Exempt-93.126	FY 2023-2026 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/Rehab	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Clair County/ 7141J-24/ St. Clair	Stolle Road - At Triple Lakes Rd Intersection Improvements	Traffic Operations	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Elizabeth Adult Daycare/ 7151H-21/ Multi-County-M	Vehicle Acquisition - One 15 Passenger Van, One Lowered Floor Accessible Minivan	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 5204D-19/ St. Louis	Hudson Dr Bridge - Over Black Jack Creek Bridge Rehabilitation	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 5204F-19/ St. Louis	Vorhof Dr Bridge - Over Black Jack Creek Bridge Rehabilitation	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 5394-11/ St. Louis	I-255 - At MO 231 (Telegraph Rd) Landscaping Improvements	Streetscape/Landscaping	Interstate	2025	No	No Significant Impact On VMT - Off Roadway
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 6531A-22/ St. Louis	West Florissant Avenue Great Streets - Stein Rd To Ferguson Ave - 5' Sidewalk-8' Shared Use Path Lighting, Mid Block Xing, Bus Stop Imprvmnt, Resurface	Bikeways - Construction	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 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	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 6963A-23/ St. Louis	Big Bend Road (East) - 2023 - Laclede Station Rd To E. Lockwood Ave Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 6963B-23/ St. Louis	Big Bend Road (West) - 2023 - Kirkwood Rd (US 61/67) To Couch Ave Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 6963C-23/ St. Louis	Craig Road - 2023 - Lackland Rd To Olive Blvd (MO 340) Resurfacing - Curb Ramps - Signals	Roadway Resurfacing	Minor Arterial	2025	Yes	

Appendix A

Transportation Planning Projects

**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 2023-2026 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	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 6963E-23/ St. Louis	Mckelvey Road - 2023 - Natural Bridge Rd To I-270 Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 6963F-23/ St. Louis	Midland Blvd - 2023 - Page Ave (MO D) To Canton Ave Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 6963G-23/ St. Louis	New Florissant Road - 2023 - Lindbergh Blvd (US 67) To Washington St Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 6963H-23/ St. Louis	Paul & S. Elizabeth Ave - 2023 - Chambers To Bermuda Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 6963I-23/ St. Louis	Redman Road - 2023 - Old Halls Ferry Rd To W/O MO 367 Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 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 2023-2026 TIP	St. Louis County/ 7124A-22/ St. Louis	Lackland Road - 2024 - Craig Rd To E/O Concourse Dr Resurfacing - Curb Ramps - Slab Replacement	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7124B-22/ St. Louis	N. Hanley Road (F) - 2024 - I-70 To Natural Bridge Rd (MO 115) Resurfacing - Curb Ramps	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7124C-22/ St. Louis	Olive Blvd - 2024 - Ferguson Ave To W/O Skinker Blvd (Stl City Limit) Resurfacing - Curb Ramps - Kings: Olive To Vernon	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7124D-22/ St. Louis	Sulphur Spring Road - 2024 - Manchester Rd (MO 100) To Big Bend Rd Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7124E-22/ St. Louis	West Florissant Avenue - 2024 - Lucas & Hunt To Solway Ave Resurfacing - Curb Ramps	Roadway Resurfacing	Principal Arterial	2025	Yes	

Appendix A

Transportation Planning Projects

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 2023-2026 TIP	St. Louis County/ 7124F-22/ St. Louis	Woodson Road - 2024 - Brown Rd To Kempland Pl Resurfacing - Curb Ramps - Bike Ln	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7124G-22/ St. Louis	Reavis Barracks Road/Green Park Road - Over Gravois Creek Replace Reavis Barracks Bridge - Realign Gp Rd To Reav. B	Bridge Reconstruction/Rehab	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7166-24/ St. Louis	Larimore Road Sidewalk - Gerona Ct To Madrid/Trampe Ave Sidewalk (5')	Pedestrian Facilities - Construction	URBAN MINOR COLLECTOR	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7167-22/ St. Louis	Old Jamestown Rd Sidewalk, Ph. 3 - Jamestown E.S. Entrance To Cedar Crest Creek Dr Sidewalk (5')	Pedestrian Facilities - Construction	Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7196A-23/ St. Louis	Baumgartner Road - 2025 - Telegraph Rd (MO 231) To Old Baumgartner Rd Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7196B-23/ St. Louis	Bennington Place - 2025 - Marine Ave To Fee Fee Rd Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7196C-23/ St. Louis	Charbonier Road - 2025 - Howdershell/Shackelford To Lindbergh (US 67) Resurfacing - Curb Ramps - Sidewalk:School To Signal	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7196D-23/ St. Louis	Dorsett Road (East) - 2025 - Progress Pkwy To Old Dorsett Rd Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7196E-23/ St. Louis	Hanley-Laclede Station Road - 2025 - Manchester Rd (MO 100) To Newport Ave Resurfacing - Curb Ramps	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis County/ 7196F-23/ St. Louis	Laclede Station Road - 2025 - Weil Ave To Watson Rd Resurfacing - Curb Ramps	Roadway Resurfacing	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis Life/ 6996Q-20/ St. Charles	Vehicle Acquisition - One (1) Minivan	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital

Appendix A

Transportation Planning Projects

**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 2023-2026 TIP	St. Louis/5205C-17/ St. Louis City	Sulphur Ave Bridge - Over River Des Peres Replace Bridge Deck, Bridge Rehab	Bridge Reconstruction/Rehab	LOCAL ROAD	2025	No	Local Road - Not Included In Model
Exempt-93.126	FY 2023-2026 TIP	St. Louis/6502B-22/ St. Louis City	Columbia And Southwest Bridge - Over Union Pacific Railroad Replace Sw Bridge - Realign Columbia To Sw	Bridge Reconstruction/Rehab	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis/6828A-23/ St. Louis City	Compton Avenue Bridge - Over Mill Creek Railyard Replace Bridge - Cycletrack - Sidewalk (6')	Bridge Reconstruction/Rehab	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Louis/7165-22/ St. Louis City	Tucker Boulevard Cycle Track - Washington Ave To Chouteau Ave (MO 100) Cycle Track (10') - Signal Updates - Bike Boxes - Ln Reconfig	Bikeways - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	St. Louis/7213-22/ St. Louis City	S. Broadway Cycle Track - Dover St To River City Casino Blvd Cycle Track (10') - Curb Ramps	Bikeways - Construction	Minor Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	St. Peters/7197A-23/ St. Charles	Barkwood Trails Drive - Jungermann Rd To Maple Tree Dr Reconstruction - Upgrade Sidewalk (6')	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Peters/7197B-23/ St. Charles	Jungs Station Road - Kings Crossing To Country Mill Ct Slab Replacement - Sidewalks (5') - Diamond Grind	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	St. Peters/7197C-23/ St. Charles	Mexico Road Bridge - At Dardenne Creek Bridge Rehabilitation	Bridge Reconstruction/Rehab	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Stl Society For Blind/Visually Impaired/7152E-21/ Multi-County-M	Operating Assistance - Three Years Operating Assistance	Operating Assistance - Transit	N/A	2025	No	No Significant Impact On VMT - Transit Operating Assistance
Exempt-93.126	FY 2023-2026 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')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Swansea/7170D-23/ St. Clair	Boul Avenue/Il 159 Sidewalk - Boul: Boul Ave Trail-IL 159; IL 159: Boul-Trailer Pk Ent. Sidewalk (5-6') - Xing At IL 159	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities

Appendix A

Transportation Planning Projects

**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 2023-2026 TIP	Swansea/ 7215L-25/ St. Clair	Kingsbury Dr/Kenwood Dr/Gilbert St - 17Th St To Kinsella Ave Overlay - Sidewalk (5')	Roadway Resurfacing	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 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	Roadway Reconstruction	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Troy/ 6805A-20/ Madison	Troy-O'Fallon Road - At Country Ln Add Left Turn Lane	Traffic Operations	Principal Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Troy/ 7195E-22/ Madison	US 40 Shared Use Path Extension - S. Main St To Creekside Dr (Ca Henning E.S.) Shared Use Path (10')	Bikeways - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	University City/ 7126-22/ St. Louis	Canton Avenue, Phase 2 - Midland Blvd To Pennsylvania Ave Full Depth Reclamation - Upgrade Sidewalks (5-6')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	University City/ 7198-23/ St. Louis	Pershing Avenue - Linden To Forest Park Pkwy - Linden To N Hanley Local Funds Resurfacing - Upgrade Sidewalks - Curb Ramps	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 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
Exempt-93.126	FY 2023-2026 TIP	Vinita Park/ 6996R-20/ St. Louis	Vehicle Acquisition - One (1) Wide Body Cutaway	Capital Improvement - Paratransit	N/A	2025	No	No Significant Impact On VMT - Transit Capital
Exempt-93.126	FY 2023-2026 TIP	Washington / 6970-21/ Franklin	Jefferson Street - Fifth St To MO 100 Resurfacing - Sidewalk (5') - Curb & Gutter	Roadway Resurfacing	Minor Arterial	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Washington / 6971-21/ Franklin	Westlink Drive - Bluff Rd To W. Main St. Overlay - Improve Intersection At Bluff Rd	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Washington / 7199A-23/ Franklin	Front Street, Phase 2 - Stafford St To Jefferson St Resurfacing - Curb/Gutter - Upgrade Sidewalks	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Washington / 7199B-23/ Franklin	High Street, Phase 2 - Fifth St To Front St Resurfacing - Curb/Gutter - Upgrade Sidewalk	Roadway Resurfacing	Major Collector	2025	Yes	

Appendix A

Transportation Planning Projects

**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 2023-2026 TIP	Waterloo/ 7141K-24/ Monroe	Moore Street, Phase 7 - IL 3 To 960' N/O Columbia Ave Reconstruction - Shared Use Path (8')	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 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.	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 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	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Wentzville/ 7168-22/ St. Charles	Wentzville Parkway Sidewalk - W. Pearce Blvd To Veterans Memorial Pkwy Sidewalk (6')	Pedestrian Facilities - Construction	Principal Arterial	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Wentzville/ 7200-23/ St. Charles	Mexico Road - Josephville Rd To Midland Park Dr Overlay - Shoulders (3') - Sidewalk (6') - Wwpark Dr To School	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Wildwood/ 6974-23/ St. Louis	Wild Horse Creek Road Bridge - Over Wild Horse Creek Replace Bridge	Bridge Reconstruction/Rehab	URBAN MINOR COLLECTOR	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Wildwood/ 7169-22/ St. Louis	Old State Road Shared Use Path - Old State Place Dr To Nantucket Island Dr Shared Use Path (10') - Connection To Waterfront Way	Bikeways - Construction	Major Collector	2025	No	No Significant Impact On VMT - Bike/Ped Facilities
Exempt-93.126	FY 2023-2026 TIP	Wood River/ 6864-21/ Madison	Wood River Avenue, Phase 1 - 75' S/O Eckhard To 420' N/O Edwardsville Rd (City Limits) Resurfacing	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Wood River/ 6934N-23/ Madison	Wood River Avenue, Phase 2 - Ferguson Ave To 75' S/O Eckhard Ave Resurfacing - Curb Ramps	Roadway Resurfacing	Major Collector	2025	Yes	
Exempt-93.126	FY 2023-2026 TIP	Wood River/ 7215N-25/ Madison	Edwardsville Road, Phase 1 - Cotter St To 2Nd St Resurfacing - Curb Ramps	Roadway Resurfacing	Minor Arterial	2025	Yes	

Appendix A Transportation Planning Projects

DRAFT

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. 2019 Base Year

The base year for this analysis is 2019. The baseline for population-incorporated population counts is from the 2019 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.

Appendix B

Population and Employment Forecasts

Table B-1							
Population Projections by County: 2019 - 2045							
Jurisdiction	2019	2020	2025	2030	2035	2040	2045
Missouri							
Franklin	103,969	104,577	107,204	108,903	109,655	109,523	108,674
Jefferson	225,075	226,486	232,497	236,414	238,128	237,820	235,881
St. Charles	402,020	407,053	428,476	442,353	448,484	447,413	440,500
St. Louis	994,041	994,117	994,495	994,765	994,879	994,863	994,733
St. Louis City	300,738	300,148	297,089	294,196	291,324	288,603	285,780
Illinois							
Madison	262,965	263,314	264,819	265,800	266,230	266,159	265,668
Monroe	34,639	34,963	36,343	37,231	37,630	37,561	37,115
St. Clair	259,701	259,724	259,876	259,980	260,022	260,012	259,970
Region	2,583,148	2,590,382	2,620,799	2,639,642	2,646,352	2,641,954	2,628,321

Source: East-West Gateway Council of Governments

Table B-2							
Employment Projections by County: 2019 - 2045							
Jurisdiction	2019	2020	2025	2030	2035	2040	2045
Missouri							
Franklin	56,068	56,260	56,454	56,764	57,054	57,642	58,272
Jefferson	74,986	75,268	75,564	76,033	76,467	77,347	78,290
St. Charles	213,059	214,327	215,675	217,813	219,772	223,788	228,079
St. Louis	817,190	818,489	819,868	822,058	824,073	828,203	832,621
St. Louis City	292,940	293,753	293,321	299,862	299,972	304,866	306,389
Illinois							
Madison	134,588	134,812	135,077	135,451	135,792	136,493	137,242
Monroe	13,354	13,414	13,478	13,578	13,670	13,861	14,063
St. Clair	128,165	128,412	128,678	129,090	129,467	130,244	131,075
Region	1,730,350	1,734,735	1,738,115	1,750,649	1,756,267	1,772,444	1,786,031

Source: East-West Gateway Council of Government

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

C-1. Overview

The current Transportation Improvement Program (TIP) FY 2023-2026 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

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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.

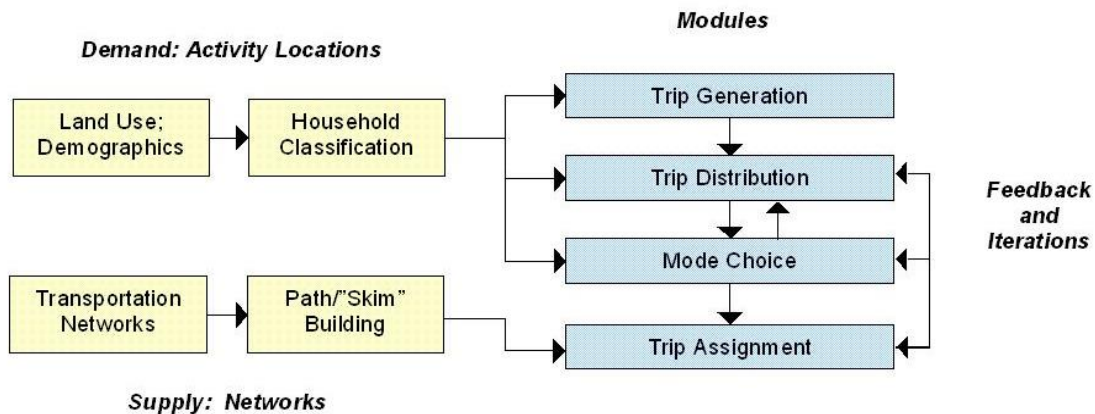


Figure 1: TransEval—Four Step Trip Based Model

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

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

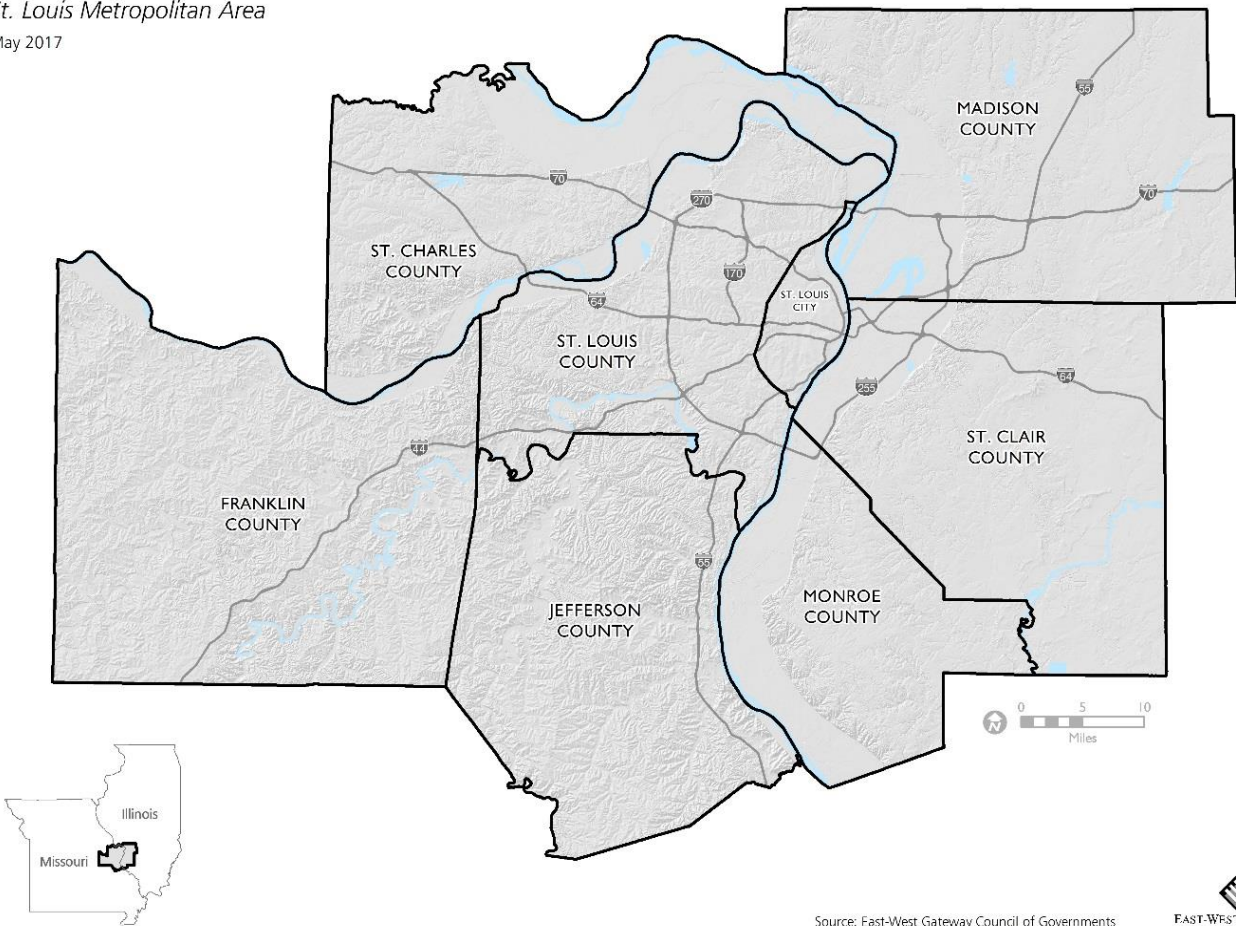
highways and arterials and include any roadway functionally classified as a collector or higher. Transit networks include bus and light rail systems owned and operated by Metro, St. Clair County Transit District and Madison County Transit District and include park and ride lots as well.

Figure 2: EWG Planning Area

East-West Gateway Planning Area

St. Louis Metropolitan Area

May 2017



Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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.

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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 ones 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.

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

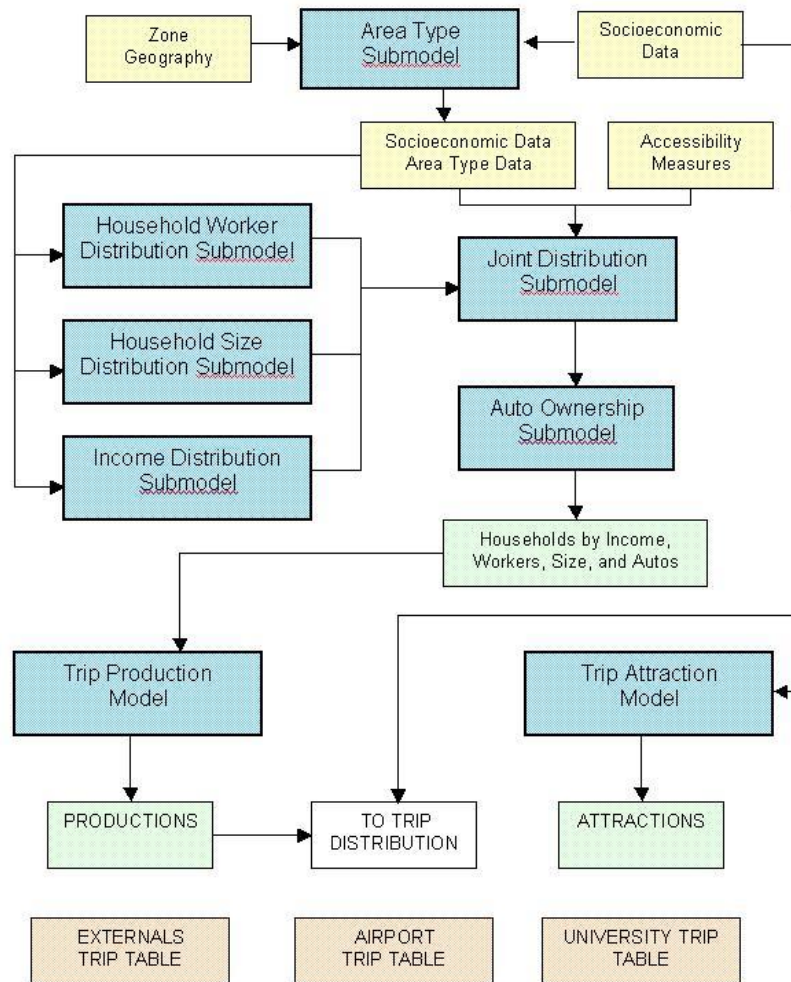


Figure 3: Trip Generation Sub-models Flow Chart

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

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

- 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.

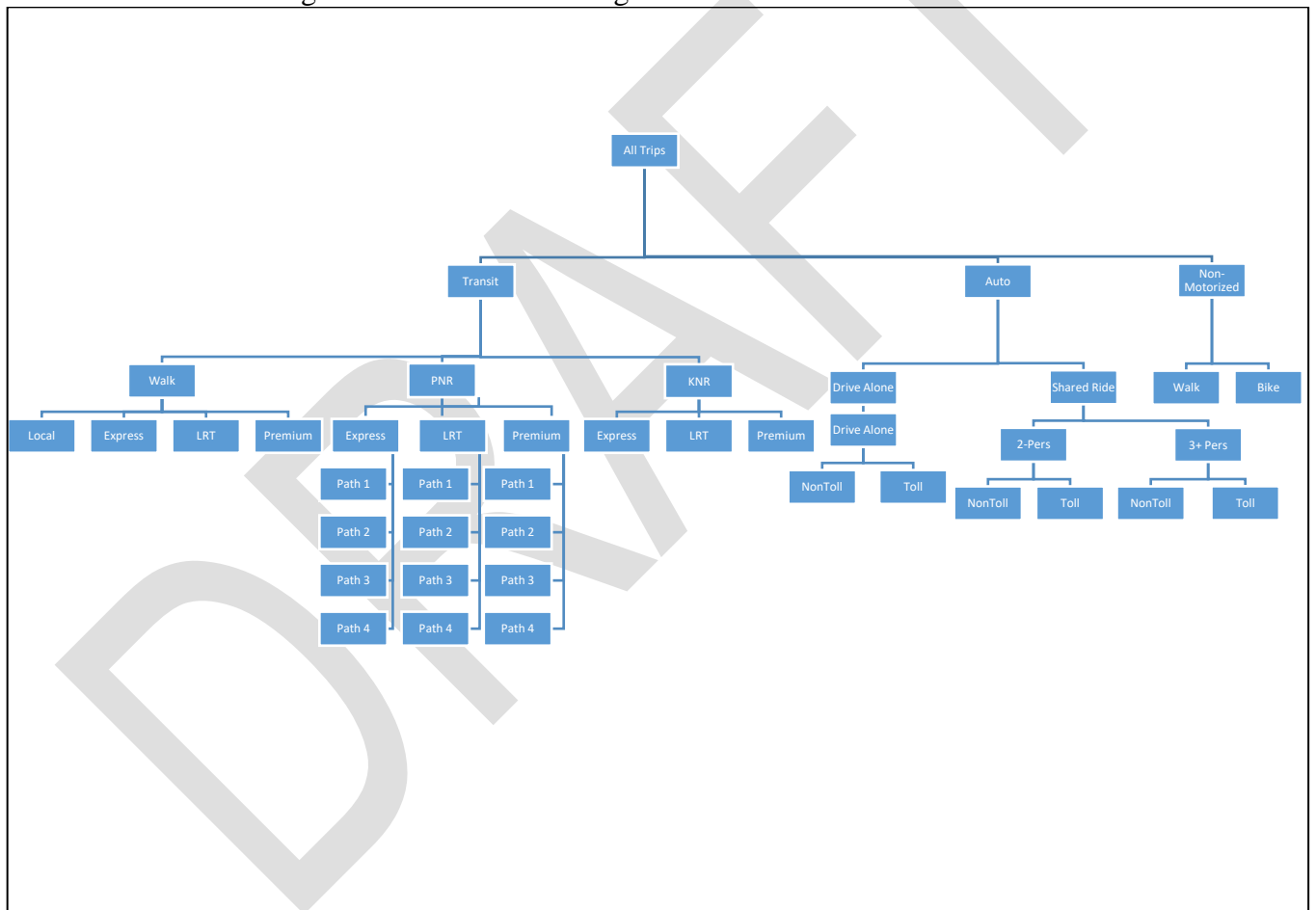


Figure 4: Mode Choice Nested Logit Structure

Where:

2-Pers = 2 Persons in car

3+ Pers = 3 or more Persons in Car

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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.

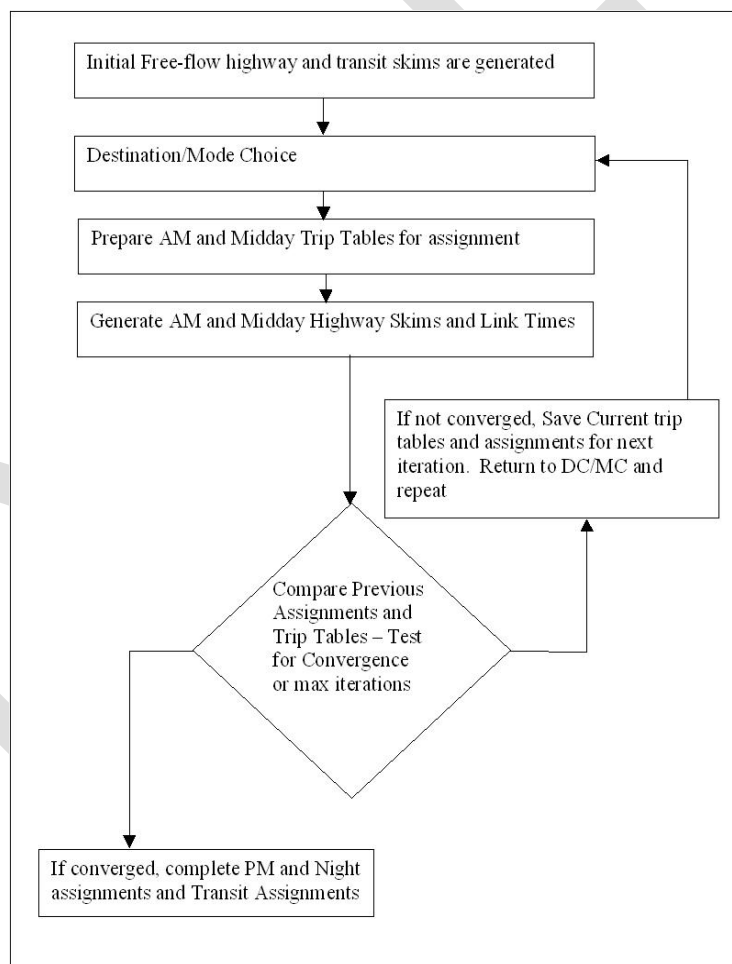


Figure 5: TransEval Feedback Loop

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

- 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

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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.

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

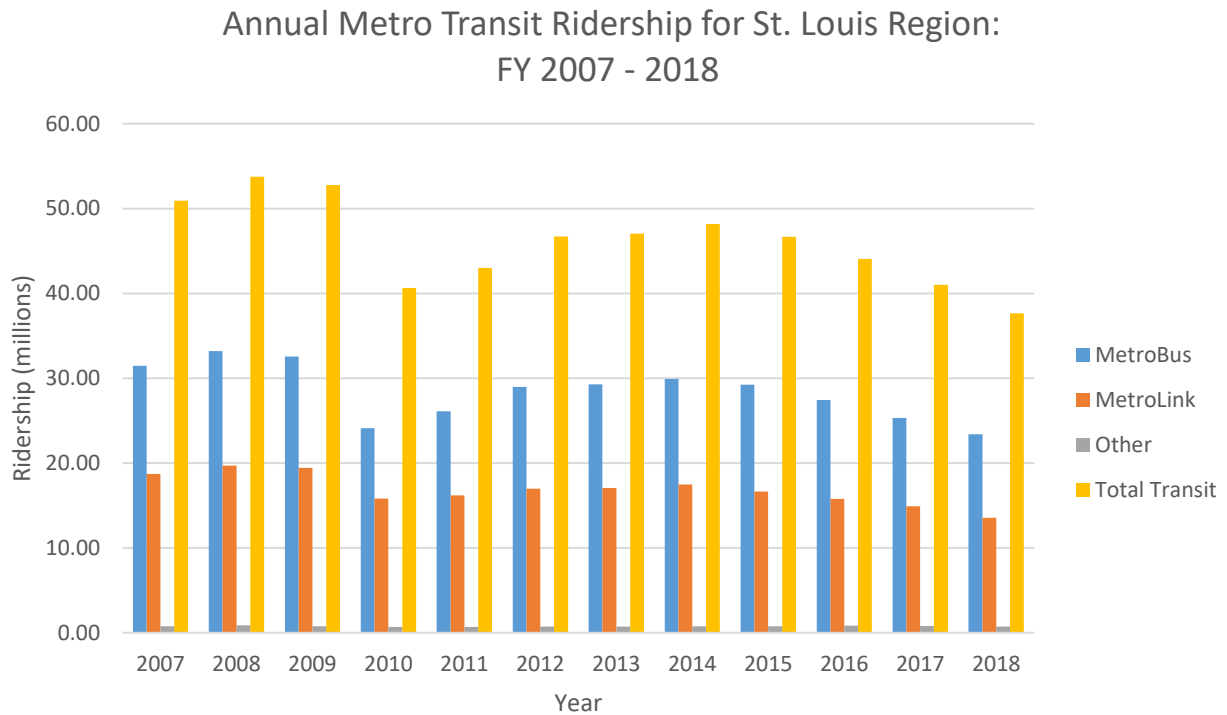


Figure 6: Metro Transit Ridership

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.

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

Annual MCT Bus Ridership for St. Louis Region:
FY 2007 - 2018

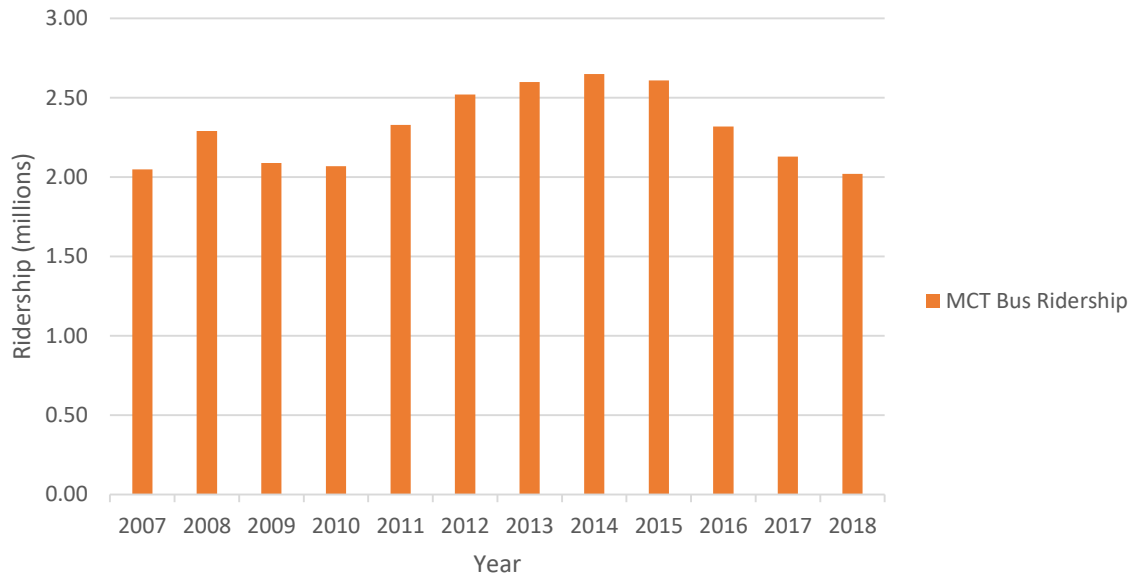


Figure 7: Madison County Transit Ridership

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

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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: 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.

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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 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

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

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)		
2025	22,400,975,600	6,158,151,900	28,559,127,500
2030	22,836,825,400	6,292,560,600	29,129,386,000
2035	23,154,753,900	6,418,756,000	29,573,509,900
2045	23,934,946,500	6,663,489,600	30,598,436,100

Appendix C

Travel Demand Modeling Procedures, Assumptions and Forecasts

This page intentionally left blank.

DRAFT

Appendix D

MOVES2014 Model

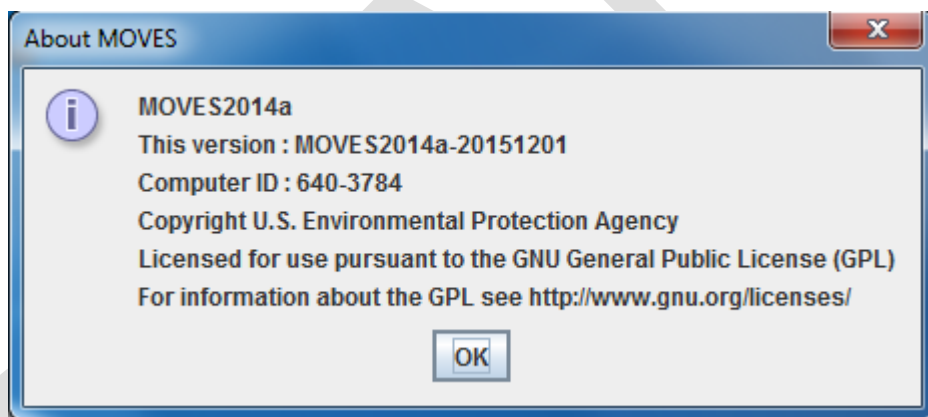
1 MOr Vehicle Emissions Simulation (MOVES) model Emissions methodology

The U.S. Environmental Protection Agency's (EPA) Office of Transportation and Air Quality (OTAQ) developed the computer program MOr 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.

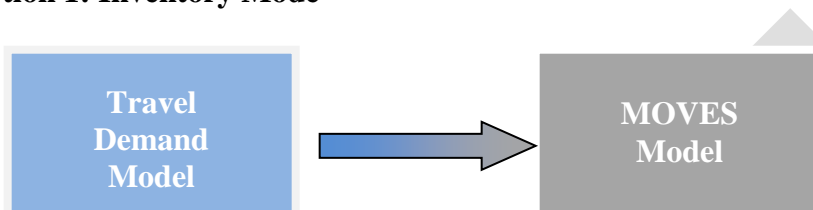
Appendix D

MOVES2014 Model

2 Applying MOVES in Regional Emission Analysis

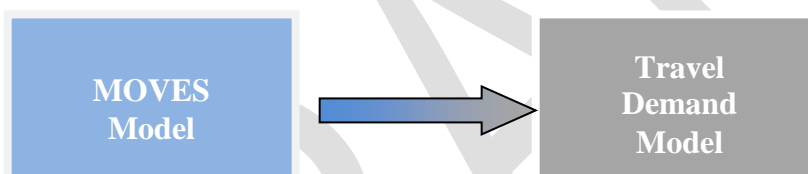
There are two main options available for applying MOVES in the regional emission analysis.

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:

Appendix D MOVES2014 Model

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

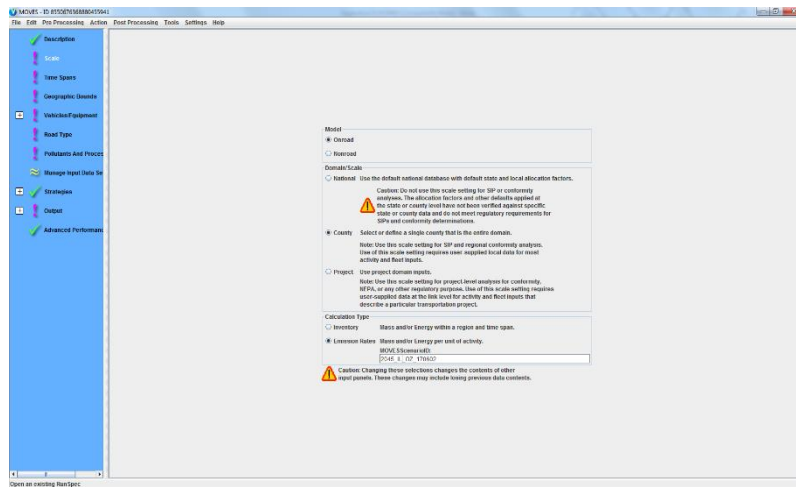
The following screen shots capture the settings tabulated above. These settings are consistent across all analysis years.

Appendix D MOVES2014 Model

3.1 MOVES Navigator

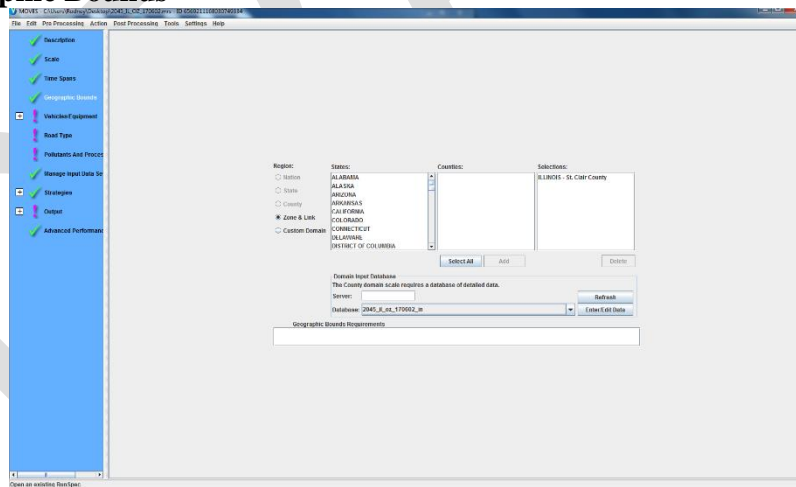
Some important screen shots are shown below in order to clearly indicate the RunSpec file parameters.

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.

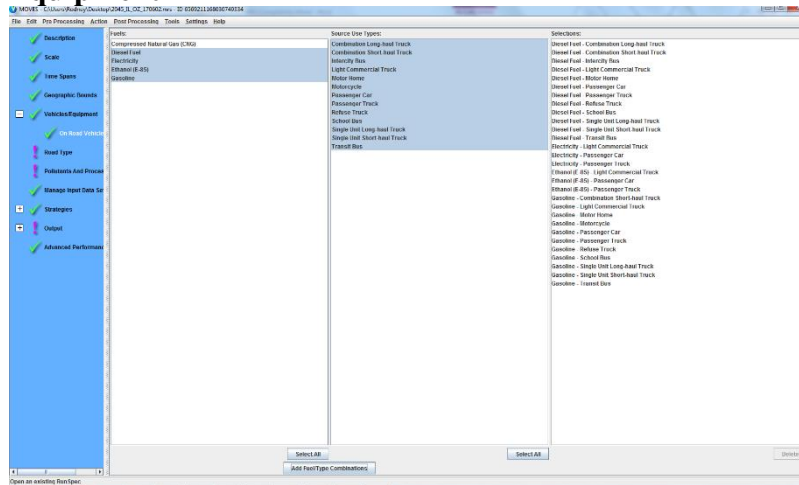
3.1.2 Geographic Bounds



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 for St. Louis and City (with I/M program) MOVES runs, and St. Charles County was the proxy county for St. Charles, Jefferson and Franklin County (no I/M program) MOVES runs.

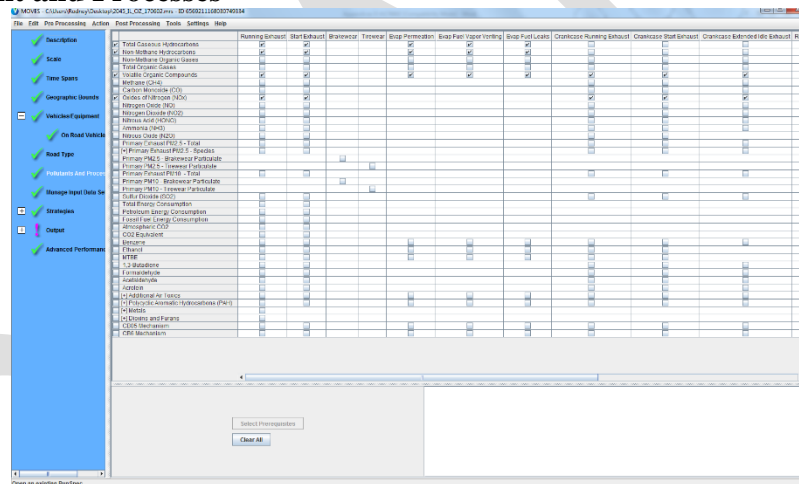
Appendix D MOVES2014 Model

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

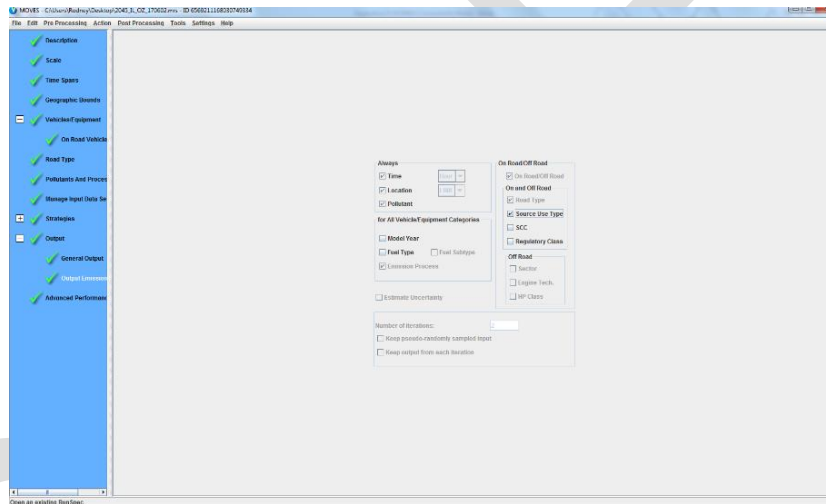
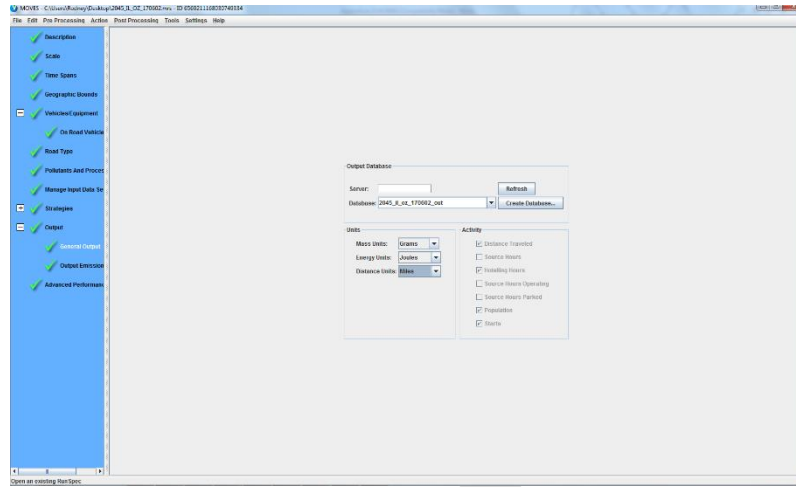


It is shown above that NO_x, VOC, Total Gaseous Hydrocarbons, Non-Methane Hydrocarbons were selected here for ozone.

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.

Appendix D MOVES2014 Model



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
AVFT	MOVES defaults

Appendix D

MOVES2014 Model

File Name	Source
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 the TDM
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.

For Illinois the 2008 ozone standard maintenance area and the 2015 ozone standard non-attainment area included all three counties; Monroe, St. Clair and Madison. For Illinois regional emissions analysis, 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, the 2008 ozone standard maintenance area is made up of all five Missouri counties in the EWG planning area; St. Louis, City of St. Louis, St. Charles, Jefferson and Franklin Counties. The non-attainment area for the 2015 ozone standard consists of Jefferson, St. Charles and St. Louis Counties, the City of St. Louis and Boles Township in Franklin County. For the Missouri regional emissions analysis it was agreed to also use the “proxy county approach” for two sets of counties. Effective July 1, 2022, 10 CSR 10-5.831 rule, Onboard Diagnostic Motor Vehicle Emissions Inspection, was amended to exempt vehicles registered in Franklin County from being part of the I/M program. During the 2022 Missouri regular legislative session SB 813 was introduced and there was an amendment to SB 762 which would remove Franklin, Jefferson and St. Charles Counties from the Missouri I/M program. These bills are discussed in more detail in Overview Section 4.2.6. As it was uncertain whether these bills would pass and what the Governor then might do, staff discussed I/M input options to use in the MOVES model with MoDNR, EPA Region 7 and the IACG. It was agreed that Franklin, Jefferson and St. Charles Counties would be run in MOVES2014 with no I/M program. These three counties would be grouped together using the “proxy county approach” with St. Charles County serving as the proxy county. St. Louis County and the City of St. Louis would be run in

Appendix D

MOVES2014 Model

MOVES2014 with I/M program as done previously. It was agreed to use the “proxy county approach” with them also, with St. Louis County serving as the proxy county.

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 for St. Louis County and the City of St. Louis.

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 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 relatively 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

Appendix D

MOVES2014 Model

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 converters 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 converters 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

Appendix D

MOVES2014 Model

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.

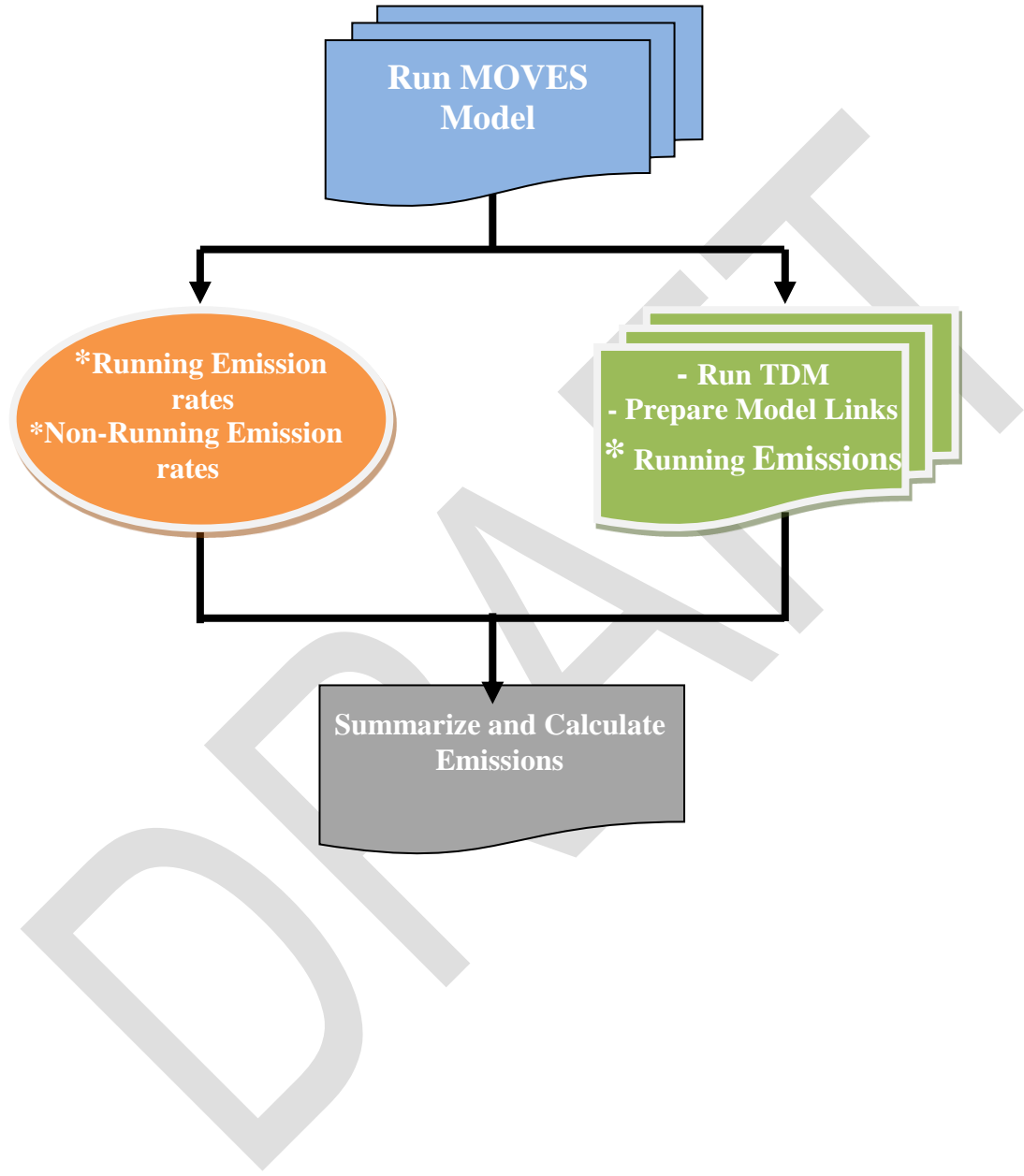
6 Travel Demand Model Output

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.

Appendix D MOVES2014 Model

Figure 2: Emission Calculation using MOVES in Emission Rate Mode



Appendix D

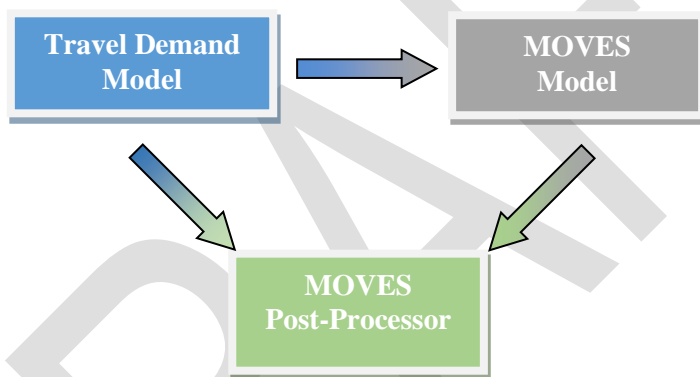
MOVES2014 Model

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

Appendix D MOVES2014 Model

Figure 3: MOVES Post Processor GUI

The screenshot displays the MOVES Post Processor GUI with the following sections:

- Enter names of input & output databases:** Includes text boxes for "BROWSE for Input Database" and "BROWSE for Output Database".
- Examine tables in databases:** Three radio button options: "Examine tables in databases for presence of any records.", "Examine tables in databases in detail. Total execution time is greatly increased.", and "Do not examine tables in databases."
- Choose exactly 1 of the following 12 options:** A grid of 12 radio button options for selecting pollutant(s), month(s), and day type(s) with HPMSBaseYear/VMT, PM2.5 data, or OZ data.
- CUSTOM SELECTION: choose at least 1 pollutant, 1 month, and 1 day type.** Four columns of checkboxes for selecting specific pollutants (e.g., total gaseous hydrocarbons, carbon monoxide), months (January to December), and day types (week day, weekend day).
- As indicated above, use the values entered below as the daily/annual VMT.** A list of input fields for HPMS vehicle type IDs (10, 25, 40, 50, 60).
- Use the values entered below as the source type populations.** A list of input fields for source type IDs (11 through 62).
- Footer:** "East West Gateway Council of Governments, MOVES Post Processor, version 1.2, updated 27 July 2017".
- Buttons:** "QUIT" and "SUBMIT" buttons at the bottom.

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:

Appendix D

MOVES2014 Model

Annual VMT =

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

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.

Appendix D

MOVES2014 Model

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

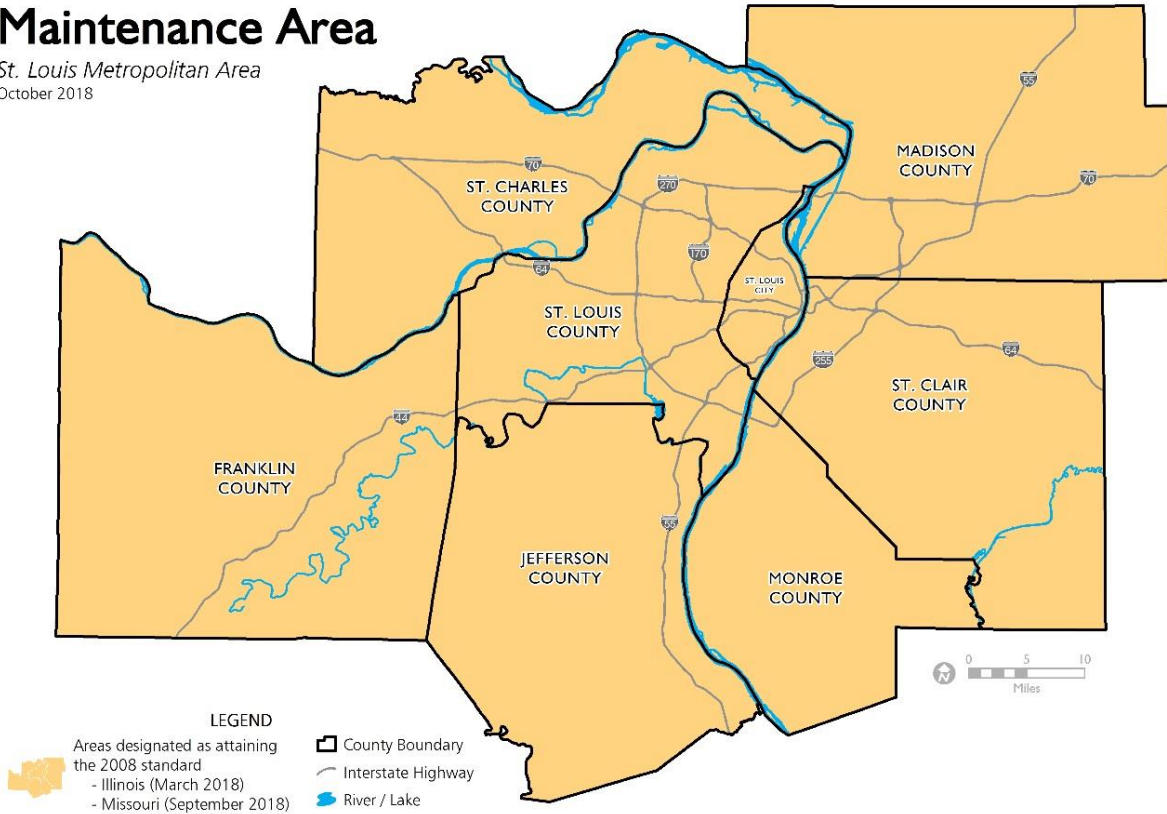
As discussed in section 4.2 of Overview of the Air Quality Transportation Conformity Process, two air quality standards needed to be met, each having different geography. Figures 4 and 5 highlight these geographies for the following standards:

- 2008 Ozone Standard
- 2015 Ozone Standard

Figure 4: 2008 Ozone Standard Maintenance Area

2008 Ozone Standard Maintenance Area

St. Louis Metropolitan Area
October 2018



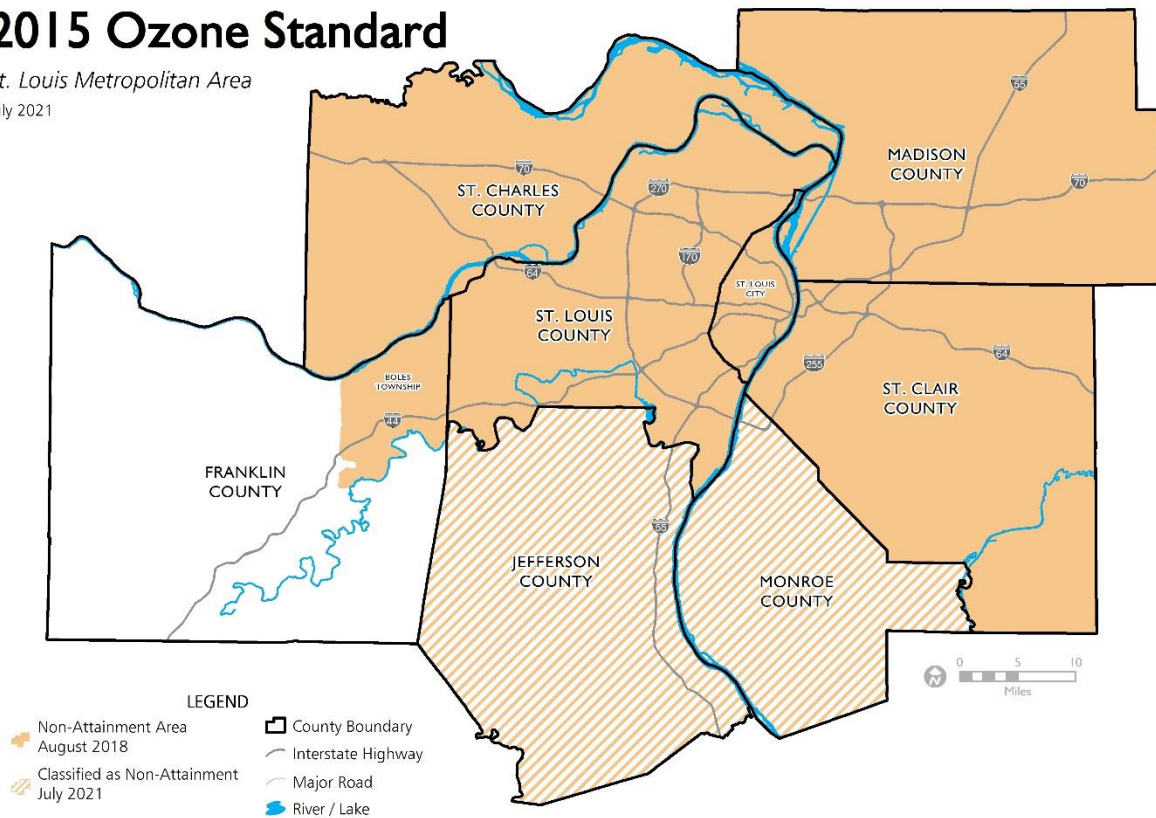
Source: East-West Gateway Council of Governments



Figure 5: 2015 Ozone Standard Non-Attainment Area

Non-Attainment Area 2015 Ozone Standard

St. Louis Metropolitan Area
July 2021



Sources: East West Gateway Council of Governments



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**.*

Appendix D

MOVES2014 Model

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)				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2015 Budget	Action	2015 Budget
2025	11.36	32.70	16.14	76.70
Analysis Year	Action	2030 Budget*	Action	2030 Budget*
2030	8.89	22.00	11.93	40.00
2035	7.37	22.00	9.93	40.00
2045	6.42	22.00	9.22	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)				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2025 Budget	Action	2025 Budget
2025	5.64	5.68	8.33	15.22
Analysis Year	Action	2030 Budget	Action	2030 Budget
2030	4.25	9.05	6.00	16.68
2035	3.53	9.05	4.96	16.68
2045	3.11	9.05	4.68	16.68

Appendix D MOVES2014 Model

Table 5: Missouri Ozone (2015 Standard)

Missouri – Regional Emissions Analysis: Ozone Conformity Tests Based on Conformity Requirements for 2015 Eight-Hour Ozone Standard 4 County and 1 Township Non-Attainment Area (US tons per day)				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2015 Budget	Action	2015 Budget
2025	10.80	32.70	15.25	76.70
	Action	2030 Budget	Action	2030 Budget
2030	8.44	22.00	11.24	40.00
2035	7.00	22.00	9.33	40.00
2045	6.08	22.00	8.66	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 3 County Non-Attainment Area (US tons per day)				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2008 Budget	Action	2008 Budget
2025	5.64	5.68	8.33	15.22
	Action	2030 Budget	Action	2030 Budget
2030	4.25	9.05	6.00	16.68
2035	3.53	9.05	4.96	16.68
2045	3.11	9.05	4.68	16.68

Appendix D MOVES2014 Model

Illinois: Ozone

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

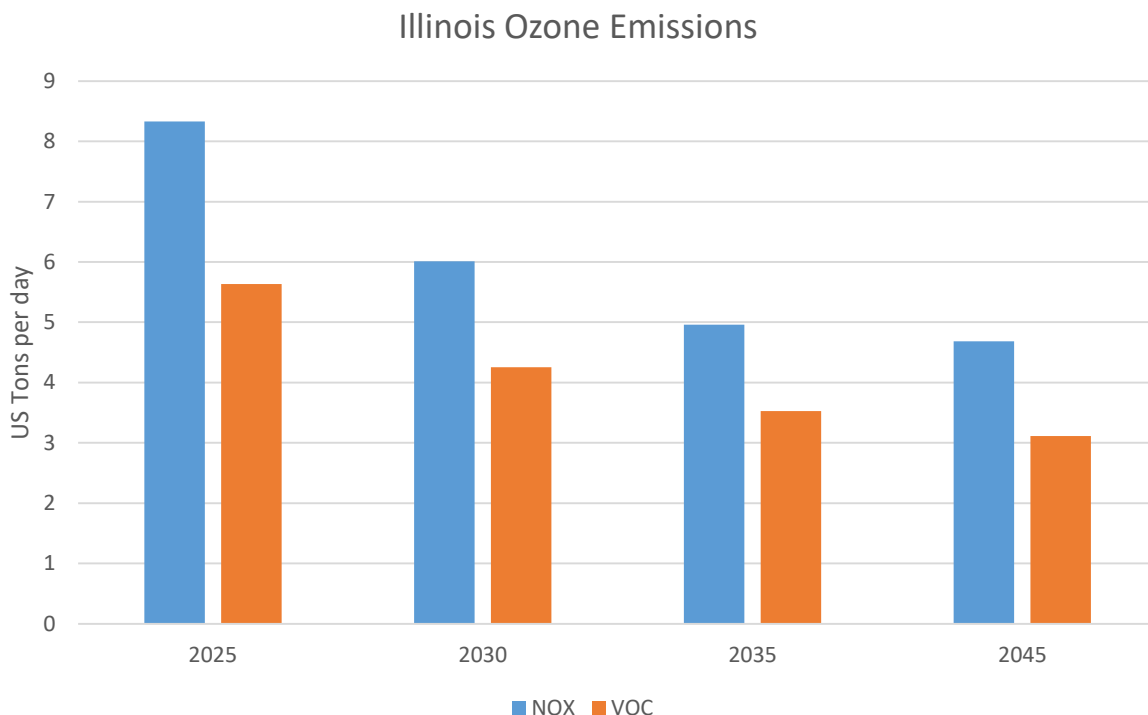


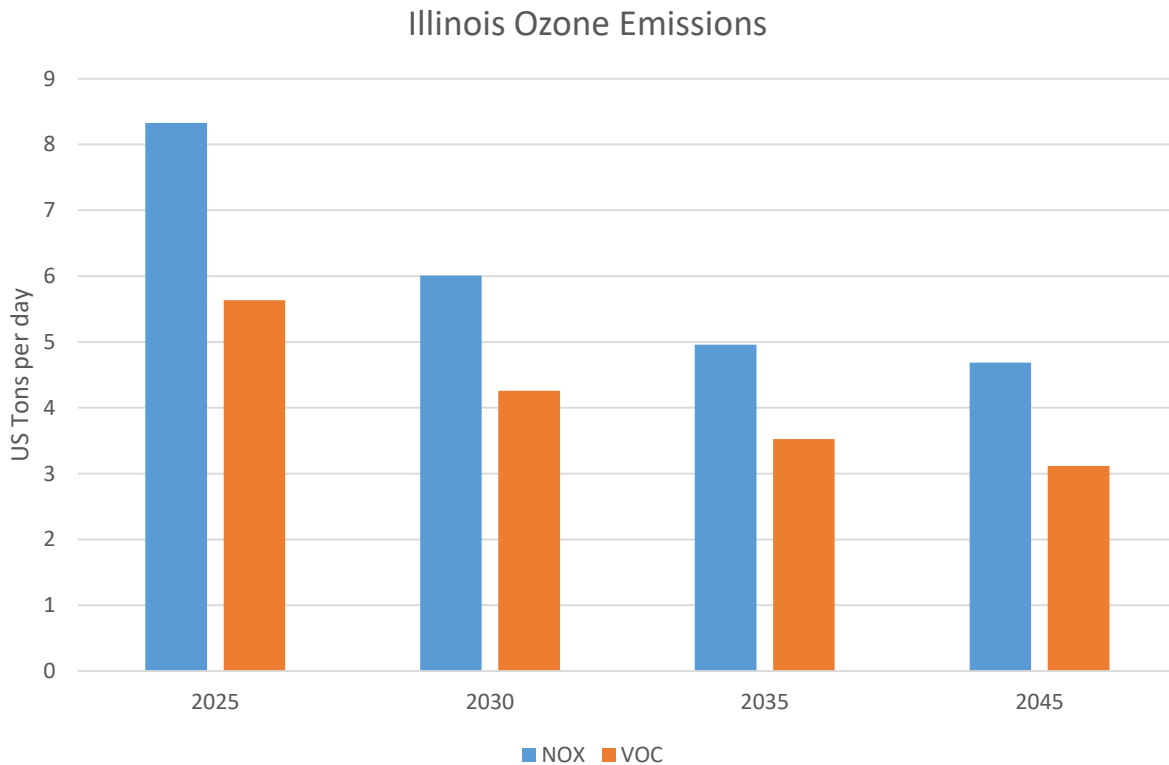
Table 7: Illinois Ozone for 2008 Standard (US tons per day)

	NOX	VOC
Year 2025		
<i>Emissions Running:</i>	5.83	2.57
<i>Emissions Profile:</i>	0.00	0.58
<i>Emissions Vehicle:</i>	2.50	2.48
Total Emissions	8.33	5.63
Year 2030		
<i>Emissions Running:</i>	3.83	2.01
<i>Emissions Profile:</i>	0.00	0.45
<i>Emissions Vehicle:</i>	2.18	1.80
Total Emissions	6.01	4.26

Appendix D MOVES2014 Model

Year 2035		
Emissions Running:	3.01	1.75
Emissions Profile:	0.00	0.37
Emissions Vehicle:	1.94	1.41
Total Emissions	4.96	3.53
Year 2045		
Emissions Running:	2.77	1.64
Emissions Profile:	0.00	0.30
Emissions Vehicle:	1.92	1.17
Total Emissions	4.69	3.11

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



Appendix D

MOVES2014 Model

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

	NOX	VOC
Year 2025		
Emissions Running:	5.83	2.57
Emissions Profile:	0.00	0.58
Emissions Vehicle:	2.50	2.48
Total Emissions	8.33	5.63
Year 2030		
Emissions Running:	3.83	2.01
Emissions Profile:	0.00	0.45
Emissions Vehicle:	2.18	1.80
Total Emissions	6.01	4.26
Year 2035		
Emissions Running:	3.01	1.75
Emissions Profile:	0.00	0.37
Emissions Vehicle:	1.94	1.41
Total Emissions	4.96	3.53
Year 2045		
Emissions Running:	2.77	1.64
Emissions Profile:	0.00	0.30
Emissions Vehicle:	1.92	1.17
Total Emissions	4.69	3.11

Appendix D MOVES2014 Model

Missouri: Ozone

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

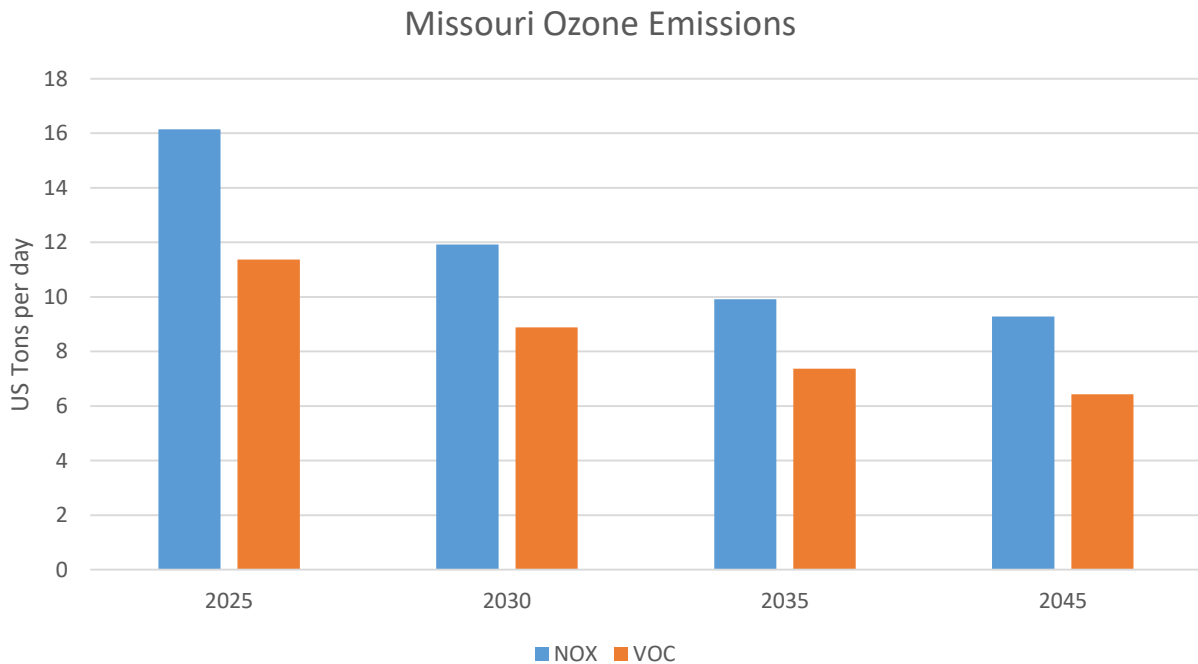


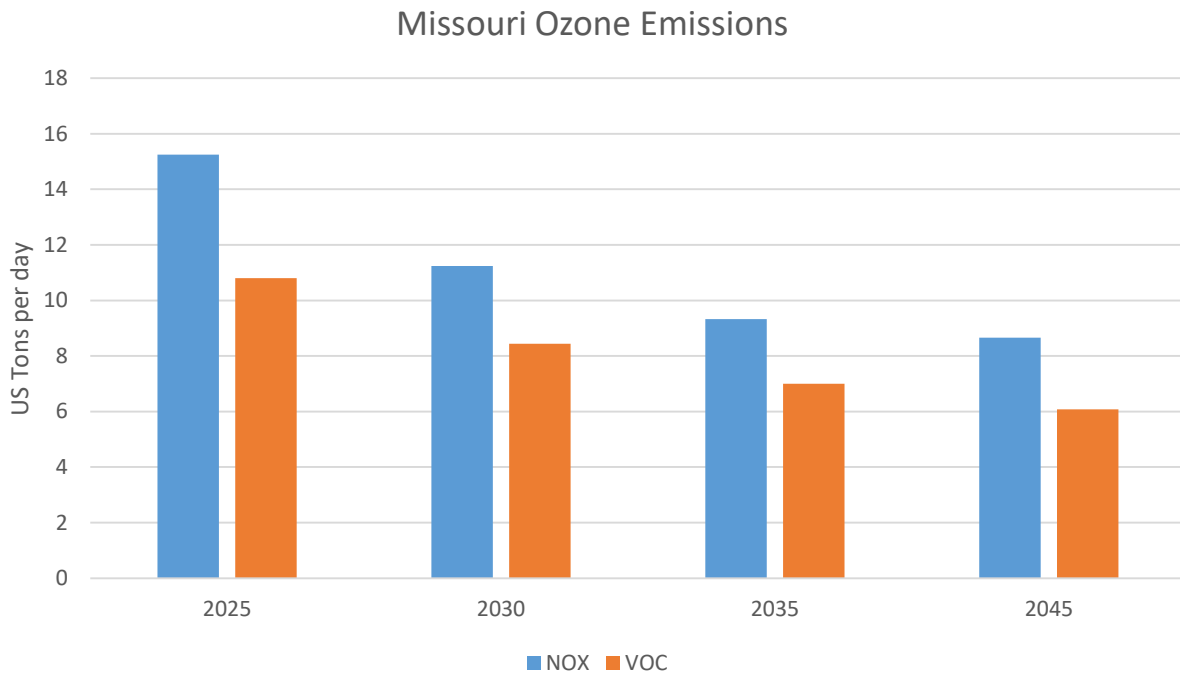
Table 9: Missouri Ozone for 2008 Standard (US tons per day)

	NO _x	VOC
Year 2025		
<i>Emissions Running:</i>	13.50	4.78
<i>Emissions Profile:</i>	0.00	1.46
<i>Emissions Vehicle:</i>	2.65	5.12
Total Emissions	16.15	11.37
Year 2030		
<i>Emissions Running:</i>	10.10	4.00
<i>Emissions Profile:</i>	0.00	1.20
<i>Emissions Vehicle:</i>	1.82	3.69
Total Emissions	11.93	8.89

Appendix D MOVES2014 Model

Year 2035		
Emissions Running:	8.53	3.55
Emissions Profile:	0.00	0.99
Emissions Vehicle:	1.39	2.83
Total Emissions	9.92	7.37
Year 2045		
Emissions Running:	8.08	3.30
Emissions Profile:	0.00	0.86
Emissions Vehicle:	1.20	2.27
Total Emissions	9.28	6.43

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



Appendix D MOVES2014 Model

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

	NOX	VOC
Year 2025		
<i>Emissions Running:</i>	12.74	4.55
<i>Emissions Profile:</i>	0.00	1.39
<i>Emissions Vehicle:</i>	2.51	4.87
Total Emissions	15.25	10.80
Year 2030		
<i>Emissions Running:</i>	9.51	3.80
<i>Emissions Profile:</i>	0.00	1.13
<i>Emissions Vehicle:</i>	1.73	3.51
Total Emissions	11.24	8.44
Year 2035		
<i>Emissions Running:</i>	8.02	3.37
<i>Emissions Profile:</i>	0.00	0.94
<i>Emissions Vehicle:</i>	1.31	2.69
Total Emissions	9.33	7.00
Year 2045		
<i>Emissions Running:</i>	7.54	3.12
<i>Emissions Profile:</i>	0.00	0.81
<i>Emissions Vehicle:</i>	1.13	2.15
Total Emissions	8.66	6.08

Appendix D MOVES2014 Model

This page intentionally left blank.

DRAFT

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 standard 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 included 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 on that date, redesignating 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.

Appendix E

2008 and 2015 Eight-Hour Ozone Standards

Air Quality Conformity Determination

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 2023-2026 Transportation Improvement Program and related Amendments to Update to *Connected 2045: Long Range Transportation Plan* for the St. Louis Region (FY 2023-2026 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 2023-2026 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 2023-2026 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 2023-2026 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).

Appendix E

2008 and 2015 Eight-Hour Ozone Standards

Air Quality Conformity Determination

Table E-2 Illinois Motor Vehicle Emissions Budgets (US tons per day)		
Pollutant	2025 Budget Illinois 8-Hour Ozone Plan for the 1997 Standard	2030 Budget Illinois 8-Hour Ozone Plan for 2008 Standard
Volatile Organic Compounds (VOC)	5.68	9.05
Oxides of Nitrogen (NO _x)	15.22	16.68

E-3. 2015 Eight-Hour Ozone Standard

For the Missouri non-attainment area (Jefferson, 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 2025 analysis year, anticipated emission levels of VOC and NO_x resulting from implementation of FY 2023-2026 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 the FY 2023-2026 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). On April 8, 2022 MoDNR submitted to EPA the following: a Maintenance Plan for the St. Louis Nonattainment Area for the 2015 Ozone Standard which included 2019 and 2035 motor vehicle emissions budgets; and a Redesignation to attainment Request for the Missouri portion of this nonattainment area. These documents are currently under review by EPA.

For the Illinois non-attainment counties of Madison, Monroe and St. Clair, 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 2023-2026 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 2023-2026 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

Appendix E

2008 and 2015 Eight-Hour Ozone Standards

Air Quality Conformity Determination

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 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 SIP 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 to attainment request was approved by EPA on March 29, 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 2018. Plan approval by EPA was published in the October 2, 2015 Federal Register. The Limited Carbon Monoxide Maintenance Plan option allows plan conformity without a technical analysis. As of March 29, 2019, the end of the twenty-year limited maintenance period has been reached. Individual projects are not 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 2023-2026 TIP.

Appendix E

2008 and 2015 Eight-Hour Ozone Standards

Air Quality Conformity Determination

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	
	Action	2015 Budget	Action	2015 Budget
2025	11.36	32.70	16.14	76.70
	Action	2030 Budget	Action	2030 Budget
2030	8.89	22.00	11.93	40.00
2035	7.37	22.00	9.93	40.00
2045	6.42	22.00	9.22	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	
	Action	2025 Budget	Action	2025 Budget
2025	5.64	5.68	8.33	15.22
	Action	2030 Budget	Action	2030 Budget
2030	4.25	9.05	6.00	16.68
2035	3.53	9.05	4.96	16.68
2045	3.11	9.05	4.68	16.68
All tests have been passed for all years.				

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.

Appendix E

2008 and 2015 Eight-Hour Ozone Standards

Air Quality Conformity Determination

Table E-5 Regional Emissions Analysis: Conformity Tests - MISSOURI Based on Conformity Requirements for 2015 Eight-Hour Ozone Standard 4 County and 1 Township Non-Attainment Area				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2015 Budget	Action	2015 Budget
2025	10.80	32.70	15.25	76.70
2030	Action	2030 Budget	Action	2030 Budget
	8.44	22.00	11.24	40.00
2035	7.00	22.00	9.33	40.00
2045	6.08	22.00	8.66	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 3 County Non-Attainment Area				
Analysis Year	Volatile Organic Compounds		Oxides of Nitrogen	
	Action	2025 Budget	Action	2025 Budget
2025	5.64	5.68	8.33	15.22
2030	Action	2030 Budget	Action	2030 Budget
	4.25	9.05	6.00	16.68
2035	3.53	9.05	4.96	16.68
2045	3.11	9.05	4.68	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: Jefferson, St. Charles and St. Louis Counties, the City of St. Louis and Boles Township in Franklin County in Missouri; and Madison, Monroe and St. Clair Counties in Illinois.