

Transportation Alternatives Program

2022 Call for Projects

For the St. Louis Region

Applications Due: Friday, August 19, 2022 by 4:00 PM



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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INTRODUCTION

This workbook is intended to provide information and reference material to assist local governments in completing applications for Transportation Alternatives Program (TAP) funding available through the East-West Gateway Council of Governments (EWG). TAP provides funding for a variety of transportation projects such as pedestrian and bicycle facilities, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. This program is funded through the Federal Highway Administration (FHWA).

BACKGROUND

The former Transportation Enhancements (STP-E) program was originally authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through five successive laws: the 1998 Transportation Equity Act for the 21st Century (TEA-21), the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the 2012 Moving Ahead for Progress in the 21st Century (MAP-21), the 2015 Fixing America's Surface Transportation (FAST) Act, and the 2021 Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). MAP-21 replaced the former STP-E program with TAP and consolidated most of the activities previously funded under the STP-E program with the Safe Routes to School (SRTS) program. In the FAST Act, TAP has become a set-aside of the Surface Transportation Block Grant Program. EWG will continue to refer to the program as "TAP," instead of the "Surface Transportation Block Grant Program Transportation Alternatives Set-Aside," which is how TAP was renamed in the FAST Act.

FHWA Policy

On December 16, 2021, the FHWA issued guidance (Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America, hereafter "Policy"¹) that serves as an overarching policy framework on the use of BIL resources. The Policy expresses FHWA's intent of ensuring that the funding and eligibilities provided by the BIL will be interpreted and implemented, to the extent allowable under statute, to encourage funding recipients to invest in projects that upgrade the condition of streets, highways and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes, accommodates new and emerging technologies, is more sustainable and resilient to a changing climate, and is more equitable. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act. (28 CFR 35.149).

Federal-aid recipients, including recipients of TAP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations, in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. "Underserved populations" include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits.

To assist with these public engagement efforts, FHWA expects recipients of TAP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective, including gaining insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed, and to use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

¹ Policy: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm

POLICY FRAMEWORK

A Metropolitan Planning Organization (MPO) is required to develop fiscally constrained long-range transportation plans and a short-range Transportation Improvement Program (TIP). EWG, as the designated MPO for the St. Louis region, selects projects in accordance with the principles and framework identified in the long-range transportation plan, *Connected2045*² (adopted June 2019). The TIP³ contains the financial and implementation schedule for all projects receiving federal transportation funding, including TAP funds.

The EWG Bicycle Planning Guide⁴, released in 2018, places emphasis on evaluating the level of traffic stress of bicycling environments and developing context-sensitive solutions. It provides guidance for communities in selecting appropriate bicycle facility types and growing their bicycle network.

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

PROJECT DEVELOPMENT GUIDANCE

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

Illinois:	The IDOT Bureau of Local Roads and Streets Manual is available at: http://bit.ly/2jbOu6o
Missouri:	The MoDOT Local Public Agency (LPA) Policy is available at: http://bit.ly/1Fzw139

MPO BOUNDARY

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

FEDERAL FUNCTIONAL CLASSIFICATION

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

ELIGIBLE APPLICANTS

Eligible applicants include a local government, a regional transportation authority, a transit agency, a natural resource or public land agency, a school district, local education agency, school, a nonprofit entity, or a State at the request of an eligible entity listed here.

AVAILABLE FUNDING

For this project solicitation, EWG anticipates the following funding targets:

Illinois:	\$2.9 million
Missouri:	\$16 million

Note: These funds are an estimated allotment and are subject to change.

² *Connected2045*: <https://www.ewgateway.org/wp-content/uploads/2019/08/Connected2045-FinalDraft-082819.pdf>

³ Current TIP: <https://www.ewgateway.org/wp-content/uploads/2021/11/FY2022-2025-TIP-BoardApproved.pdf>

⁴ Bicycle Planning Guide: https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf

FUNDING LIMITS

There is not a maximum dollar limit on the cost for TAP projects. However, given the limited amount of federal funds available, projects that request TAP funding in excess of \$500,000 in Illinois and \$2 million in Missouri should indicate in the application if the project can be broken down into constructible segments. Please include the amount for each segment in the cost estimate, as well as a financial plan for each segment (only submit one application). It is important to establish logical termini for each constructible segment. For bicycle and pedestrian facilities, logical termini usually represent a roadway intersection, connection with another facility, or delivery to a destination. Having logical beginning and ending termini creates independent utility, or a usable facility, even if the project is not expanded in future phases. Sponsors must contact EWG staff by August 5, 2022 if they are going to submit a project broken into constructible segments.

MATCH REQUIREMENTS

A local match is required to pay for at least 20% of the total eligible project cost for each phase of work (i.e., preliminary engineering, right-of-way acquisition, construction engineering, and construction). Local public agencies must have sufficient funds available to pay for the non-federal share of project expenditures. If the applicant expects any other agency to provide part of the local match, the applicant must include a letter from the other agency agreeing to financially participate and approving the scope of work.

New! American Rescue Plan Act (ARPA) funds may be used as non-federal local match if an entity received up to \$10 million in ARPA funds.

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

FUNDING TYPE

TAP is a federal reimbursement program. Funding recipients must have the capacity to cover project costs from the beginning of the project to implementation. Funding recipients will enter into funding agreements with their respective state department of transportation and eligible expenses will be reimbursed once the project sponsor has submitted all required documentation. Keep in mind that the federal funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess of the federal funding allocated to the project. Therefore, it is important to develop a good estimate for the project application. Any work begun prior to state department of transportation approval will not be federally reimbursed.

PROJECT DEVELOPMENT SCHEDULE

Below details the funding availability by fiscal year and phase of work. No more than one federally reimbursable phase of work (i.e., preliminary engineering, right-of-way acquisition, and construction engineering/construction) can be scheduled in the same fiscal year.

FY 2024 -	Preliminary engineering, right-of-way acquisition, or construction/construction engineering
FY 2025 -	Right-of-way acquisition or construction/construction engineering
FY 2026 -	Construction/construction engineering

COORDINATION BETWEEN AGENCIES

Sponsors need to coordinate with other affected agencies in the project limits. Letters of support must be submitted to EWG no later than September 16, 2022.

- The applicant must include a letter from the agency with jurisdiction over the facility (if different than the applicant) stating its approval and cooperation on the project.
- Requests for letters of support for projects that impact MoDOT facilities must be submitted to the MoDOT Area Engineer by July 14, 2022. A checklist outlining the minimum project information to be submitted with the support letter request is available from MoDOT's Area Engineer. MoDOT may withhold letters of support if the project sponsor fails to adequately address impacts to MoDOT's facilities.
- Requests for letters of support that impact IDOT facilities must be submitted to the Local Roads Field Engineer by July 14, 2022. IDOT may withhold letters of support if the project sponsor fails to adequately address impacts to IDOT's facilities.
- If the project is on a transit route and the project impacts transit stops along the corridor, provide a letter from the transit agency with their review and comments on the project. Requests for letters of support must be submitted to the transit agency by July 14, 2022.
- If the sponsor is submitting a joint application with an adjoining jurisdiction, one agency may submit the application as the primary sponsor. A letter of support (both project and financial) to document participation is required from the adjoining jurisdiction.

PROJECT ELIGIBILITY

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

1. Transportation Alternatives are defined as:
 - a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - d. Construction of turnouts, overlooks, and viewing areas.
 - e. Community improvement activities, which include but are not limited to:
 - i. Inventory, control, or removal of outdoor advertising;
 - ii. Historic preservation and rehabilitation of historic transportation facilities;
 - iii. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - f. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - i. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or

- ii. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The Safe Routes to School (SRTS) Program [now codified as 23 U.S.C. section 208] including:
 - a. Infrastructure Related Projects –
 - i. The planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including: sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycling crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - b. Non-Infrastructure Related Activities –
 - i. Activities to encourage walking and bicycling to school, including: public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
3. Activities in furtherance of a vulnerable road user safety assessment (as defined in 23 U.S.C. section 148(a)).

INELIGIBLE ACTIVITIES

Items not eligible for TAP funding include:

- Recreational projects, such as pedestrian or bicycle loops around ball fields, parks, lakes, or other public areas.
- Roadway resurfacing or reconstruction.
- Playground equipment, sports fields, campgrounds, picnic areas, and pavilions.
- Safety and educational activities for pedestrians and bicyclists, **except** activities targeting children in Kindergarten through 12th grade, which are eligible under SRTS.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs, including visitor, historic sites, or safety rest areas.
- Landscaping and other scenic beautification as independent projects. However, landscaping may be done as a complement to, or incidental component of, any highway project, including TAP projects. While there is little flexibility, landscaping should generally be immediately adjacent to infrastructure improvements and reasonable in terms of expanse and cost.
- Rip-rapping for water runoff as an independent project.
- Routine maintenance and operations, including incidental (e.g., grass cutting, tree pruning, tree removal, soil stabilization, noise barriers, drainage improvements).
- Historic preservation as an independent activity unrelated to historic transportation facilities.
- Operation of historic buildings, structures, or facilities.
- Archaeological planning and research undertaken for proactive planning. This category can only be used as mitigation for highway projects.
- Transportation museums.
- Lighting that is not pedestrian-scale (i.e., street lighting, cobra-head lamps).
- Hardscapes (e.g., monuments/statues, welcome/gateway signs, water fountains, towers, flag poles).
- Developing ADA transition plans. However, TAP funds are available to implement recipients' ADA transition plans.

OTHER ELIGIBILITY REQUIREMENTS

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

- The project must meet at least one of the eligible TAP activities, or eligible under the SRTS program.
- For SRTS non-infrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a school (Kindergarten through 12th grade). Other eligible SRTS non-infrastructure activities do not have a location restriction.
- The project must have a direct relationship to an intermodal transportation system in terms of function, impact, and/or proximity.
 - **Function:** The project has a functional relationship to the transportation system (e.g., the construction of bicycle or pedestrian facilities).
 - **Impact:** The project has a physical impact on the transportation system (e.g., creating a wetland to filter water runoff from the highway). Projects with this type of transportation relationship are usually associated with ongoing or planned highway projects.
 - **Proximity:** The project is adjacent to or is in close proximity to the transportation system and is visible to the general public (e.g., construction of an overlook, removal of outdoor advertising). Proximity alone is not enough to establish the relationship to surface transportation.
- All applicants are required by law to comply with the Americans with Disabilities Act (ADA) of 1990 and Title VI of the Civil Rights Act of 1964.
- All projects sponsors are required by law to comply with Buy America.
- The funded activities must be accessible to the general public or targeted to a broad segment of the population.
- The funded activity must provide public access for at least 25 years. The property must be either owned by the project sponsor or involve a permanent lease.
- The project sponsor must demonstrate adequate plans for and commit to ongoing maintenance costs for the expected life of the project, which should be at least 25 years.
- The project sponsor must indicate the Person of Responsible Charge for each phase of work.

SCHEDULE

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

Date 2022	Activity
June 1	Call for proposals – TAP application forms posted online
June 1 – August 19	EWG staff is available to assist applicants as needed
June 14	Project development workshop – virtual (<i>optional to attend</i>)
June 24, July 8, 22 & 29	Project review meetings – virtual (<i>optional to attend</i>)
August 19	Deadline for receipt of complete applications
Date 2023	Activity
Early January	Missouri/Illinois Transportation Planning Committee meeting – project recommendations for inclusion in TIP
January 27 – February 15	Public comment period
March 29	EWG Board of Directors meeting – amended to TIP

DEADLINE, APPLICATION DOCUMENT, AND SUBMISSION INSTRUCTIONS

The call for projects begins June 1, 2022 and ends on August 19, 2022 at 4:00 p.m. Applications received after the deadline will not be accepted.

The TAP Project Development Workbook and TAP application forms are available for download from the TAP Call for Projects web page: www.ewgateway.org/TAPCall. There are three separate project application forms, depending on project type:

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

The application forms are provided in PDF format and allow applicants to fill-out the necessary information. Please save the application to your computer before filling out the necessary information. Rename the PDF file using the following format: 2022TAP_[Sponsor]_[Project Name].pdf. Viewing and utilizing the applications will require the installation of Adobe Reader. A free download of the software can be obtained here: <http://get.adobe.com/reader/>. You may attach additional pages to the application if necessary to address questions in the application.

To apply, email the completed application and necessary attachments to EWG at TAP@ewgateway.org. The electronic submission must include scanned signatures. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff.

APPLICATION FEE

An application fee is required for each project that is submitted for consideration. The application fee is 0.5% of the federal funds being requested. For example, a sponsor requesting \$350,000 in federal funding would be required to pay a \$1,750 application fee. If the project is not recommended for funding, the application fee will be refunded. Counties make annual contributions to EWG and, as such, a credit equal to their annual contribution is applied against their application fee. Counties will be invoiced for any amount above the annual contribution credit.

New! The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the TAP Call for Projects web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT). Mailed application fees must be postmarked by August 19, 2022. For check payments, send the TIP Application Fee Payment Information Form and check to:

TIP Application
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

For EFT payments, send the TIP Application Fee Payment Information Form via email to tipappfees@ewgateway.org. EFT payments are due by August 26, 2022.

PROJECT DEVELOPMENT WORKSHOP

EWG will host a virtual project development workshop to provide information on TAP, including program eligibility and requirements, project applications, scoring criteria, and available funding. This workshop will be on June 14, 2022 from 9:30 AM – 11:30 AM. Attendance is not required for project sponsors to participate in this funding opportunity, but is strongly encouraged. Registration will be available on the TAP Call for Projects web page.

PROJECT REVIEW MEETINGS

EWG will host virtual project review meetings for project sponsors. The review meetings provide an opportunity for project sponsors to meet with EWG staff to discuss various components of the proposed project, including project concepts, eligibility, project schedule, etc. Sponsors will be able to sign up for a 30-minute time slot, from 9:00 a.m. – 12:10 p.m., on the following days: June 24, July 8, July 22, and July 29. Attendance is not required for project sponsors to participate in this funding opportunity, but is strongly encouraged. Registration will be available on the TAP Call for Projects web page. Sponsors may also set up meetings with EWG staff on other days.

EVALUATION CRITERIA AND REVIEW PROCESS

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

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

QUESTIONS?

EWG staff encourages project sponsors to reach out for any questions regarding eligibility, development schedule, financial plan, scoring criteria, etc. Please submit questions to TAP@ewgateway.org.

[Applications are due Friday, August 19, 2022 by 4:00 PM](#)

APPENDIX A. BICYCLE AND PEDESTRIAN RESOURCES

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

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

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

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

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

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

FHWA Proven Safety Countermeasures – FHWA’s Proven Safety Countermeasures initiative (PSCi) is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our nation’s roads. Transportation agencies are strongly encouraged to consider widespread implementation of PSC’s to accelerate the achievement of local, state, and national safety goals: <https://safety.fhwa.dot.gov/provencountermeasures/>

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

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

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

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

APPENDIX B. PROJECT EXAMPLES

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

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

APPENDIX C. SCORING CRITERIA

Bicycle and Pedestrian Facility Scoring Criteria

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

Local Match: 3 points <i>(based on local match of federal funds for each federally funded phase)</i>	
3	35% local match or greater
2	30% - 34.9%
1	25% - 29.9%
0	20.1% - 24.9%
Environmental Justice (EJ): 5 points <i>(see map on page 15)</i>	
5	Minority or poverty tract
3	Zero car or disability tract
1	Elderly tract
0	Not located in an EJ tract
Planning: 5 points	
5	Project is cited as a priority in an adopted plan, and plan was developed and adopted within five years of application deadline (submit applicable pages from plan)
4	Project is cited as a priority in an adopted plan, and plan was developed and adopted more than five years prior to application deadline (submit applicable pages from plan)
3	Project is consistent with planning document (submit applicable pages from plan)
2	The municipality has a Complete Streets ordinance or policy (submit ordinance or policy)
0	Project is not consistent or not mentioned in a locally adopted plan, or is a stand-alone, isolated idea
Multi-jurisdictional Projects: 2 points	
2	Project constructed in multiple jurisdictions (letter of support required)
0	Project constructed in one jurisdiction
Land Use - Population and Employment Index (PEI) (½ mile buffer): 8 points <i>(see map on page 16)</i>	
8	PEI 3+
6	PEI 2 - 2.9
4	PEI 1 - 1.9
2	PEI 0 - 0.9
Schools (K-12; university): 5 points	
5	Within ¼ mile and there is contiguous sidewalk from end of project limits to school
3	Within ½ mile and there is contiguous sidewalk from end of project limits to school
1	Within ¾ mile
0	Not within ¾ mile
Community Resources: 5 points <i>(see examples on page 14)</i>	
5	Direct access to multiple
3	Direct access to one
1	Within ½ mile
0	Not within ½ mile
Tourism, Cultural or Environmental Resources: 3 points	
3	Direct access or project is on a "Main Street"
1	Within ½ mile
0	Not within ½ mile
System Connectivity: 25 points <i>(see examples on page 14)</i>	
25	New facility provides a high level of connectivity
23	Upgrade provides a high level of connectivity
20	New facility provides a medium level of connectivity
18	Upgrade provides a medium level of connectivity
15	New facility provides a low level of connectivity
13	Upgrade provides a low level of connectivity
5	No connectivity

Safety: 10 points (see FHWA proven bicycle/pedestrian or STEP "Spectacular Seven" countermeasures below)	
10	High speed/volume corridor has locations with documented pedestrian or bicycle crashes (2016-2020) and project addresses the safety issue with FHWA proven bicycle/pedestrian countermeasure(s) or STEP "Spectacular Seven" countermeasure(s)
8	Low speed/volume corridor has locations with documented pedestrian or bicycle crashes (2016-2020) and project addresses the safety issue with FHWA proven bicycle/pedestrian countermeasure(s) or STEP "Spectacular Seven" countermeasure(s)
6	No documented crashes, but project includes preventive FHWA proven bicycle/pedestrian countermeasure(s) or STEP "Spectacular Seven" countermeasure(s)
0	No crashes and no FHWA/STEP bicycle or pedestrian countermeasure
Pedestrian-scale lighting (lighting directed towards sidewalk, luminaries are mount 12' to 14' above sidewalk): 2 points	
2	New/upgraded pedestrian-scale lighting along bicycle/pedestrian facility
0	No pedestrian-scale lighting as part of scope
Barrier Elimination: 2 points	
2	Removal of total barrier (i.e., a person physically cannot get to a location by walking or bicycling; there is no other reasonably direct, suitable route alternative within a ½ mile radius)
1	Removal of minor barrier (i.e., a person must take a less direct route than desirable, within a ½ mile radius)
0	Does not eliminate barrier or no barrier present
Facility Measure: up to 20 points (see examples on page 15)	
Up to 20	The before level of traffic stress will be evaluated, followed by a prospective evaluation of the post-project level of traffic stress. The difference between these two conditions will provide a measure of the magnitude of improvements. The difference between these two conditions will be multiplied by 5, for a total of 20 possible pts. Low stress - - 4 Medium-low stress - - 3 Medium stress - - 2 Medium-high stress - - 1 High stress - - 0
Facility Buffer: 3 points (see examples on page 15)	
3	Buffer between road and facility on high speed/volume corridor
1	Buffer between road and facility on low speed/volume corridor
0	No buffer
Environmental Quality: 2 points	
2	Multiple green infrastructure elements https://www.epa.gov/green-infrastructure/what-green-infrastructure
1	One element
0	None
100	Total Points

Community Resources examples

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

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

Crosswalk visibility enhancements, Rectangular Rapid Flashing Beacons (RRFB), leading pedestrian intervals (LPIs), medians and pedestrian crossing islands in urban and suburban areas, pedestrian hybrid beacons (PHBs), road diets/reconfigurations, appropriate speed limits for all road users

STEP "Spectacular Seven" Countermeasures https://safety.fhwa.dot.gov/ped_bike/step/

(1) Road diets, (2) pedestrian hybrid beacons (PHBs), (3) pedestrian refuge islands, (4) raised crosswalks, (5) crosswalk visibility enhancements (e.g., high-visibility crosswalk markings, Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line, In-Street Pedestrian Crossing sign, crosswalk lighting), (6) Rectangular Rapid Flashing Beacons (RRFB), (7) leading pedestrian intervals (LPIs)

System Connectivity examples

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

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

Low - - no physical connections are established to existing facilities, but existing facility is within a ½ mile radius

None - - project is isolated with no existing facility within a ½ mile radius

Facility Measure examples

Low stress - - Bicycle: physically separated bikeways, including shared-use paths (10' to 14') and separated/protected bike lanes; calm street treatments on roads at ≤ 25 mph or < 3,000 AADT (i.e., traffic calming/speed limit reduction). Pedestrian: new/upgraded sidewalks (pedestrian zone width - 6' or greater) on both sides of the road (if demand is present; if demand is not present, sidewalk may be provided on one side of the road); protected intersections/smaller curb radii designs.

Medium-low stress - - Bicycle: shared-use paths (8' to < 10'); buffered bike lanes on roads at ≤ 35 mph. Pedestrian: new/upgraded sidewalks (5' width) on both sides of the road (if demand is present; if demand is not present, sidewalk may be provided on one side of the road).

Medium stress - - Bicycle: buffered bike lanes on roads at 35 mph; conventional bike lanes on roads at ≤ 30 mph; mixed traffic at ≤ 25 mph or < 3,000 AADT with signage and/or markings (e.g., wide outside lane, shared-lane markings). Pedestrian: new/upgraded sidewalks (5' width minimum) on one side of low speed/volume corridor.

Medium-high stress - - Bicycle: buffered bike lanes on roads at 40 mph; conventional bike lanes on roads at 35 mph; mixed traffic at ≤ 25 mph or < 3,000 AADT with no signage or markings. Pedestrian: new/upgraded sidewalks (5' width minimum) on one side of high speed/volume corridor.

High stress - - Bicycle: non-existent bike facilities on roads at ≥ 30 mph or ≥ 3,000 AADT; existing high stress facility (e.g., conventional bike lane on 40 mph road); "Share the Road" or "Bikes May Use Full Lane" signage where not warranted. Pedestrian: non-existent pedestrian facilities; existing sidewalks that are in poor condition or non-ADA compliant; intersections with large curb radii (i.e., higher-speed turning movements).

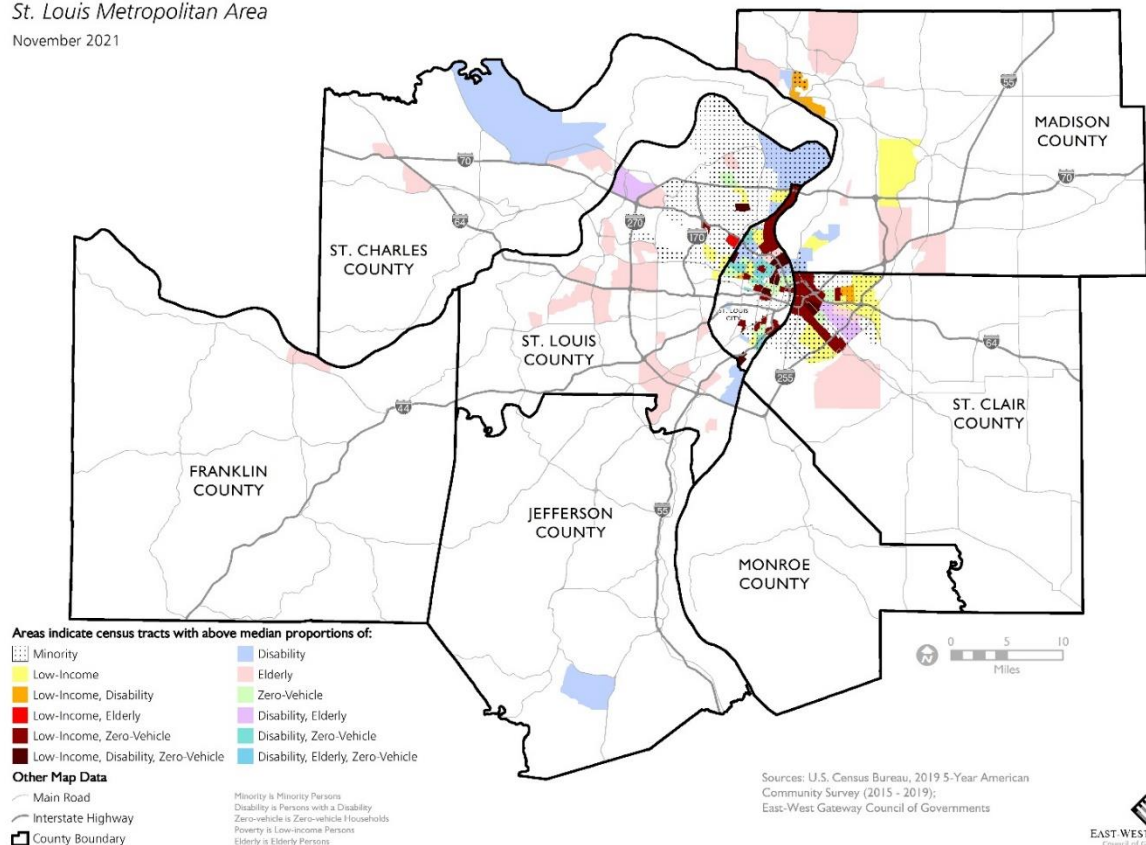
Facility Buffer examples

Plantings strip of grass or trees (4' or greater), parked cars, curb extensions, grade separated crossings, bike boxes

Environmental Justice Population by Census Tract

St. Louis Metropolitan Area

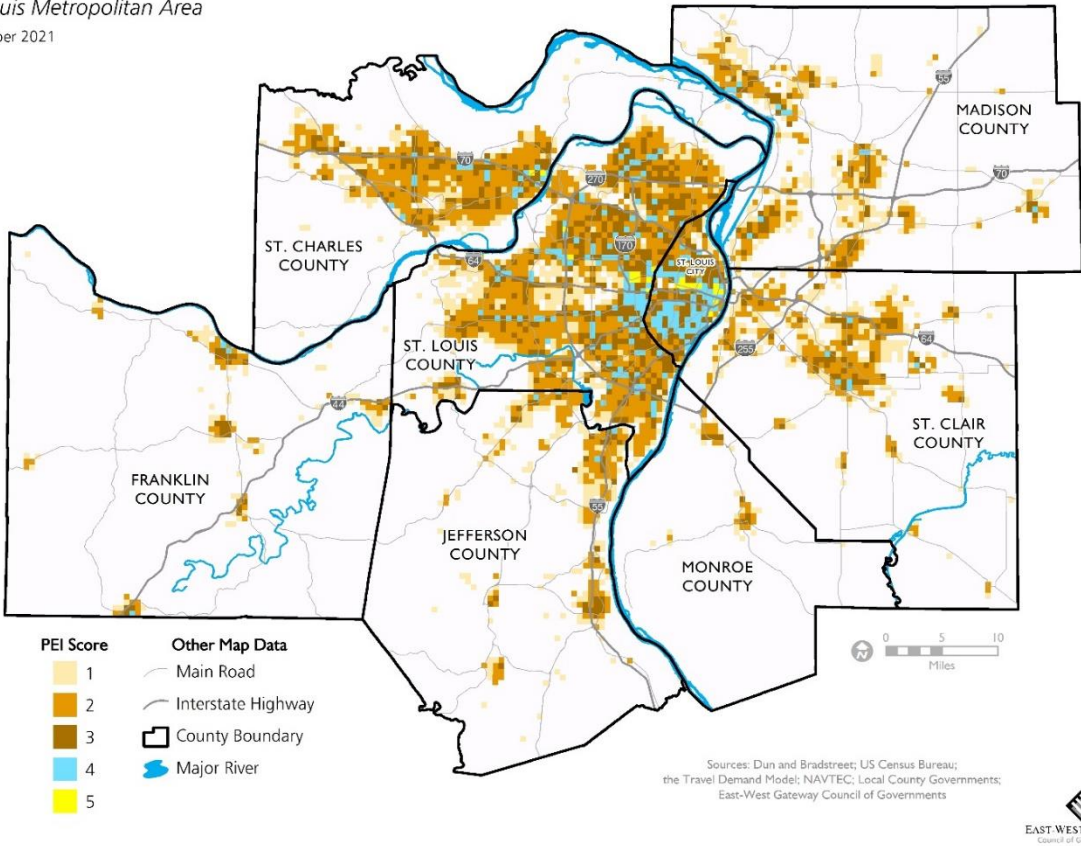
November 2021



Population and Employment Index (PEI)

St. Louis Metropolitan Area

November 2021



Safe Routes to School Non-Infrastructure Scoring Criteria

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

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

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

Community Improvement Activities Scoring Criteria

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

Community Improvement Activities include:

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

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

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

Environmental Mitigation Activities Scoring Criteria

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

Environmental Mitigation Activities include:

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

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