

Frequently Asked Questions

Surface Transportation Block Grant Program (STP-S)

2023 Call for Projects

If you have questions about the STP-S application process, scoring criteria, or anything else related to the STP-S Call for Projects, please check below to see if it has already been asked. We plan to update this list on a regular basis. If you don't find your question below, don't hesitate to email us at stps@ewgateway.org.

Q1: How do I submit my application?

Submit the completed application, scanned signature pages, and necessary attachments electronically to EWG at stps@ewgateway.org. Please submit one application per email. Applications must be received by February 9, 2023. Please do not mail the application.

You may submit the application fee by electronic funds transfer (contact staci.alvarez@ewgateway.org for set-up instructions) or submit the application fee by check to:

East-West Gateway Council of Governments
Attn: Transportation Planning Department – STP-S
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

Application fees must be postmarked by February 9, 2023 or received electronically by February 16, 2023. Make sure to submit the application fee payment form with the application fee.

Q2: Can federal funds be used for local match?

Federal funds are generally not allowed to be used for local match, with the exception of funds from Federal Land Management Agencies (such as the Forest Service or National Park Service) or HUD Community Development Block Grants. 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. In all cases, confirm with MoDOT or IDOT prior to using any federal funds as local match.

Q3: We would like some further information as to how “within community” or “outside community” will be determined.

Road and bridge project types will receive a weighted average of the PEI cells it falls within. Sponsors can request a PEI designation for each project until January 19, 2023. Staff will respond within five business days with the project scale.

Q4: We feel our project should have a different PEI designation from what we received. What information should we provide on the PEI Change Request Form to justify this change?

PEI designation is only used for road and bridge projects to determine whether a project is "within community" or "outside community." The Population & Employment Index (PEI) tells us the basics about the local context of a project, but it isn't exact. If you submit a designation request and disagree with the designation determined by the Index, you can send in a PEI Change Request Form. On the form, let us know of any issues that may impact walking and biking along the project limits that may not have been accounted for in the population and employment density data for the area. For example, if there are future developments planned nearby, geographical barriers, connections to existing facilities, a large attractor, a nearby transit facility, etc. these could all impact the amount of pedestrians and bicyclists utilizing a facility. The change request is due by January 26, 2023. Staff will respond within five business days.

Q5: Who do I send a request for a letter of coordination if my project is on a transit route?

A letter of support is only required if there is an impact to transit (i.e., bus stop improvements are part of a project).

Send requests to:

- Bi-State Development/Metro - Lance Peterson, Director of Service Planning and Jessica Gershman, Assistant Executive Director for Planning & System Development
- Madison County Transit District – Phil Roggio, Director of Planning & Capital Projects
- St. Clair County Transit District – Tony Erwin, Director of Facilities & Maintenance

A transit letter is not required if the project does not include transit improvements.

Q6: What is the difference between submitting a project as STP-S traffic flow vs. CMAQ?

While the types of projects will likely be similar, the particular nature of the project may lead a sponsor to submit in one program rather than the other. For instance, while the focus of the CMAQ program is on reduced emissions, the focus of STP-S traffic flow is on system reliability/reduced delays, with emissions still accounted for, but given a smaller share of points. Additionally, a greater range of factors are taken into account with STP-S traffic flow, allowing a project to receive points for non-traffic flow aspects included in their project, such as improved safety, multimodal improvements, or freight significance. Any new roads or added through-lanes are ineligible for CMAQ funds, but eligible for STP-S.

Q7: The application asks for anticipated regular maintenance costs over the next 25 years. Should these be based on the cost to maintain the existing condition of the road if the project were not funded or future conditions after construction has been completed?

Maintenance costs should be based on future conditions of the roadway after construction has been completed. Project sponsors should be considering maintenance costs early in the process and ensure they will be able to maintain any facilities constructed with federal funds.

Q8: Can you provide direction as to how points will be assigned for cost?

The scale is open-ended. Below is a table showing the continuous scale for STP-S projects in Missouri and Illinois:

Illinois	
Adjusted Construction Cost Range*	Point Range
\$925,000 or less $\leq x \leq 20\%$	$20 \geq x \geq 4$
$x > 20\%$	0
<i>*The adjusted construction/CE funds available = IDOT STP-S funding mark/0.8</i>	
Missouri	
Federal Project Cost Range	Point Range
\$1,300,000 or less $\leq x < 5\%$	$20 \geq x > 10$
$5\% \leq x < 10\%$	$10 \geq x > 5$
$10\% \leq x \leq 15\%$	$5 \geq x \geq 2.8$
$x > 15\%$	0

Q9: If your project includes sidewalk slab replacements, does that trigger Americans with Disabilities (ADA) compliance on the entire sidewalk within the project limits?

Make sure to draft the scope of work so that it specifies what will be constructed. All new sidewalk must be ADA compliant. If the scope includes repairs to sections of sidewalk along the limits then ADA mandates that all the sidewalk be made ADA compliant. This will make your project costs increase due to potential right-of-way acquisition.

Q10: Are ADA transition plans required to submit an application?

The ADA requires public agencies with 50 or more employees to have an ADA transition plan. EWG does not require a transition plan to apply for funds.

Q11: Where can I find out more information about ADA requirements?

FHWA offers a Question and Answer on the Americans with Disabilities Act (ADA). You can review this information at the following link:

https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm.

Q12: Is there a preliminary application?

There is no longer a preliminary application submittal. If you are attending a Project Review Meeting, you have the option of submitting either a draft application, or the Project Review

Meetings Information Form which is a simplified form which only asks for the core information needed for the meeting.

Q13: Is it necessary to submit the crash reports for all projects?

On the safety application, in order to calculate the Benefit/Cost Ratio, please provide the full crash reports for all crashes along the project limits, within the timeframe requested. For other project types, if a safety countermeasure is included in the project scope, only submit full crash reports for all fatal and serious injury crashes and **up to 10** minor injury or property damage-only crashes that coincide with the proposed countermeasure. Please redact sensitive and personal information (names, addresses) from crash reports. Do not redact text that gives details on the crash.

Q14: There are no safety countermeasures included in my project. Should I still attach crash reports?

If you are not including a safety countermeasure, crash reports are not required. In order to receive safety points, a countermeasure related to crashes or a preventive countermeasure must be included in the project. Make sure the crash reports are from 2016-2020 and that they are within the project limits.

Q15: Is resurfacing or installing signage considered a safety countermeasure?

Road resurfacing/reconstruction in general is not a safety countermeasure. High friction surface treatment technology is used to address site-specific safety issues. For more information on high friction surface treatments, view:

https://www.fhwa.dot.gov/innovation/everydaycounts/edc-2/pdfs/fhwa-cai-14-019_faqs_hfst_mar2014_508.pdf.

If a sponsor is installing signs to conform to MUTCD, the countermeasure for the specific signage must be identified and described to receive points. Sponsors can review the CMF Clearinghouse website or contact staff for guidance.

Q16: For the lifespan of my countermeasure on the Safety Supplement, do we have to use the service life given in the Project Development Workbook?

The IDOT Safety and Engineering Policy Memorandum (source of the lifespans in the Safety Calculator excel file) is an excellent resource for the lifespan of different facility types, which both Illinois and Missouri sponsors should use to determine the lifespan of the countermeasure. However, if you have a different internal policy, or a different resource which you utilize to determine facility lifespan, you are free to use that. If you choose not to use the IDOT guide, please note the resource you use and either provide a copy of it or a link to it on the safety application.

Q17: The Safety Application asks for the maintenance costs for one year. Is this an average over the facility's lifetime?

The safety application asks for the costs associated only with the maintenance of the countermeasure over one year. This should be the average yearly maintenance cost of the countermeasure over the course of its lifetime. Estimate the total cost of maintaining the countermeasure over its lifetime, then divide that by the number of years of the countermeasure's lifetime to get the average annual maintenance cost.

Q18: My local agency uses a pavement rating system other than PASER. Can we use that for our application instead?

For consistency in reviewing project applications, all road conditions should be reported in terms of Pavement Surface Evaluation and Rating (PASER) ratings. Sponsors should report the PASER rating at a uniform distance every 1/8 mile along the roadway for projects between 3/8 mile and one mile using the Road Condition Evaluation Form provided on the STP-S Call for Projects webpage. If the project less than 3/8 mile long, a minimum of three evaluations at a uniform distance is required. If the project is greater than one mile, a minimum of eight evaluations at a uniform distance is required. Use the most current Road Condition Evaluation Form on the website. Manuals detailing the PASER evaluation process are available at the links below:

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

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

Q19: What is the amount of the project funding cap for STP-S?

For STP-S, a project in IL can request up to 20% of the adjusted construction funds available, while in MO, a project can request up to 15% of the total federal funds available. For the 2023 STP-S Call for Projects, the IL cap is \$1,875,000 construction/CE cost and the MO cap is \$9,750,000 federal.

Q20: What is the current link to MoDOT LPA Basic Training?

Missouri project sponsors are required to have an agency staff member who is certified under MoDOT's LPA Basic Training program. This training offers information on the Local Public Agency process. Please use this link: <https://www.modot.org/training-opportunities>.

Q21: How do I know if my Missouri Person of Responsible Charge certification is still current?

Sponsors in Missouri should check this link to ensure they have a current LPA Basic Training certification:

https://www.modot.org/sites/default/files/documents/Official%20LPA%20Basic%20Training%20Roster%20Master_122.pdf. If the name of the person at your agency who is to be the Person of

Responsible Charge is not listed, they will need to use the link in Question 20 to take the class. Certifications are valid for two years.

Q22: When are STP-S funds available?

Illinois: construction/construction engineering funds are available in FY 2027.

Missouri: preliminary engineering (PE) funds are available in FY 2024, right-of-way (ROW) in FY 2024 (only if PE is locally funded) OR FY 2025, and construction/construction engineering in FY 2026 (if ROW is scheduled for FY 2024) OR FY 2027.

Q23: Can I construct a two way turn lane as part of a resurfacing project using the road application?

Yes, however, two way turn lanes might score better as part of a safety or traffic flow application.

Q24: Regarding the new bridge STP-S safety criteria, is there consideration of the quality and/or capacity of detour route versus only considering the length of detour?

The detour does not have to be necessarily the shortest route. The sponsor should determine the best detour based on streets that provide comparable level of service.

Q25: My project is on a State-owned route. The DOT is unable to process letter of support in time for the application deadline. I turned in the request before the January deadline in the workbook. What do I do?

For the 2023 application round, as long as the request for a letter is submitted to the DOT or transit agency by January 9, 2023 then EWG will accept the letter of support from DOT or transit agency after the application deadline. Letters of support from DOT or transit agency must be submitted to EWG no later than March 10, 2023.

Q26: For safety and crosswalk safety improvements in Road STP applications, the scoring guide mentions high, low, minimal volume and high, low, minimal speed, but doesn't define the MPH or AADT ranges for those. How does EWG define high, low, minimal speed and volume?

Safety and crosswalk improvements are evaluated as extensive or minimal, based on if the roadway is high or low speed/volume. Speed limits and traffic volumes are taken into consideration, but there is not a concrete limit as these are not the only factors considered.

Other factors such as roadway configuration, number of lanes, context (commercial/residential, rural/urban, etc.), and functional classification all impact what safety and crossing improvements are warranted. That said, the threshold between low and high speed/volume is typically around 9,000 ADT and 30-35 MPH. For example: for a four-lane roadway with an AADT exceeding 9,000 at 40 mph, a marked midblock high visibility crosswalk alone is insufficient and the treatment

should occur in conjunction with other substantial safety and crossing improvements. This would be a minimal treatment on a high volume/high speed road.

The [STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#) can help determine what countermeasures are appropriate depending on various roadway characteristics.

Q27: What is BRO/BFP?

BRO stands for Off-system Bridge Program. BFP stand for Bridge Formula Program (off-system setaside). BRO/BFP funds may be used on eligible bridges on local roads or rural minor collectors. Applicants will use the STP-S bridge application. Funding of BRO/BFP projects will be determined based on the scoring using the STP-S criteria. More information is available in Appendix B of the STP-S Project Development Workbook