



MEMORANDUM

**TO: Missouri Transportation Planning Committee**  
**FROM: East-West Gateway Staff**  
**DATE: Friday, April 28, 2023**  
**SUBJECT: Wednesday, May 3, 2023 meeting**

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Wednesday, May 3, 2023 at 2:00 p.m at East-West Gateway Council of Governments (EWG) offices. Reminder parking is available at Stadium-East Garage.

If you have any questions or concerns regarding the enclosed materials or the upcoming meeting please contact EWG. The agenda for the meeting is as follows:

**AGENDA**

1. Call to order
2. Transportation Alternatives Program funding round, Alex Hartig, EWG
3. Project delivery, Rachael Pawlak, EWG
4. 2023 system reliability targets, Christie Holland, EWG – **ACTION ITEM**
5. 2023 pavement & bridge performance targets, Christie Holland, EWG – **ACTION ITEM**
6. FY 2024-2027 TIP – Local program project recommendations – STP-S, BRO/BFP, CRP, and CMAQ – Jason Lange, EWG – **ACTION ITEM**
7. Reasonable Progress – Jason Lange, EWG
8. Other Business
  - Next meeting scheduled for Wednesday, June 7, 2023 at 2 PM

**Chair**  
Mark A. Kern  
Chairman, St. Clair County Board

**Vice Chair**  
Tishaura Jones  
Mayor  
City of St. Louis

**2nd Vice Chair**  
Tim Brinker  
Presiding Commissioner  
Franklin County

**Executive Committee**  
Steve Ehlmann  
County Executive, St. Charles County

Dennis Gannon  
County Executive, Jefferson County

Dennis M. Knobloch  
County Board Chairman  
Monroe County

Dr. Sam Page  
County Executive, St. Louis County

Kurt Prenzler  
Chairman  
Madison County Board

**Members**

Darlene Bell  
President  
Municipal League of Metro St. Louis

Honorable Rita Heard Days  
Councilwoman, 1st Council District  
St. Louis County

Robert Eastern III  
Mayor, City of East St. Louis

Mike Elam  
Councilman, District 3  
St. Charles County

Megan Green  
President, Board of Aldermen  
City of St. Louis

Mark Kupsky  
President, Southwestern Illinois  
Council of Mayors

Roy Mosley  
St. Clair County

David Schwind  
Madison County

Herbert Simmons  
President, Southwestern Illinois  
Metropolitan & Regional  
Planning Commission

Seth Speiser  
Vice President, Southwestern Illinois  
Council of Mayors

Donald R. Summers, Jr.  
St. Louis County

Brad Zobrist  
Franklin County

**Regional Citizens**

Barbara Geisman  
C. William Grogan  
John A. Laker  
Ron Williams

**Non-voting Members**

Holly Bieneman  
Illinois Department of Transportation

Vacant  
Illinois Department of Commerce  
and Economic Opportunity

Patrick McKenna  
Missouri Department of Transportation

Taulby Roach  
Bi-State Development

Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

Gateway Tower  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451

314-421-4220  
618-274-2750  
Fax 314-231-6120

webmaster@ewgateway.org  
www.ewgateway.org



To: Missouri Transportation Planning Committee

From: Council Staff

Date: April 28, 2023

Subject: FY 2024-2027 Transportation Improvement Program (TIP) – Missouri Local Program

**Chair**

Mark A. Kern  
Chairman, St. Clair County Board

**Vice Chair**

Tishaura Jones  
Mayor  
City of St. Louis

**2nd Vice Chair**

Tim Brinker  
Presiding Commissioner  
Franklin County

**Executive Committee**

Steve Ehlmann  
County Executive, St. Charles County

Dennis Gannon  
County Executive, Jefferson County

Dennis M. Knobloch  
County Board Chairman  
Monroe County

Dr. Sam Page  
County Executive, St. Louis County

Kurt Prenzler  
Chairman  
Madison County Board

**Members**

Darlene Bell  
President  
Municipal League of Metro St. Louis

Honorable Rita Heard Days  
Councilwoman, 1st Council District  
St. Louis County

Robert Eastern III  
Mayor, City of East St. Louis

Mike Elam  
Councilman, District 3  
St. Charles County

Megan Green  
President, Board of Aldermen  
City of St. Louis

Mark Kupsky  
President, Southwestern Illinois  
Council of Mayors

Roy Mosley  
St. Clair County  
David Schwind  
Madison County

Herbert Simmons  
President, Southwestern Illinois  
Metropolitan & Regional  
Planning Commission

Seth Speiser  
Vice President, Southwestern Illinois  
Council of Mayors

Donald R. Summers, Jr.  
St. Louis County

Brad Zobrist  
Franklin County

**Regional Citizens**

Barbara Geisman  
C. William Grogan  
John A. Laker  
Ron Williams

**Non-voting Members**

Holly Bieneman  
Illinois Department of Transportation  
Vacant

Illinois Department of Commerce  
and Economic Opportunity  
Patrick McKenna

Missouri Department of Transportation  
Taulby Roach  
Bi-State Development

Aaron Willard  
Missouri Office of Administration  
Executive Director

James M. Wild

**Project Solicitation**

East-West Gateway Council of Governments (EWG) announced a call for project applications for federal funding through the Surface Transportation Block Grant Program - Suballocated (STP-S) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program on November 4. EWG included Off-System Bridge Program/Bridge Formula Program (BRO/BFP) funding as part of the STP-S solicitation. EWG also included Carbon Reduction Program (CRP) funding as part of the CMAQ solicitation. There were two Project Development Workshops which took place on November 10 (virtual) and November 16 (in-person). These workshops included presentations on the project application process and requirements to complete project applications. EWG hosted five Project Review Meetings in January, which gave project sponsors an opportunity to present their projects and receive feedback from EWG staff. Throughout the solicitation, EWG staff was available to answer questions on project applications. The project solicitation process concluded on February 9 when project applications were due.

**Surface Transportation Block Grant Program - Suballocated**

**Submitted Projects**

In the Missouri portion of the region, 64 project applications representing approximately \$134.7 million in federal funds were submitted for consideration in the STP-S funding program. **Table A** shows the breakdown of submitted projects by county.

**Table A – FY 2024-2027 TIP – Missouri Local Program – Submitted STP-S Applications**

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	4	\$5,401,845	\$4,196,945	3.1%
Jefferson	5	\$6,927,407	\$5,104,837	3.8%
Multi-County	2	\$3,220,648	\$2,576,518	1.9%
St. Charles	22	\$60,357,286	\$36,278,182	26.9%
St. Louis	29	\$117,539,992	\$73,274,876	54.4%
St. Louis City	2	\$17,507,000	\$13,276,000	9.9%
<b>Total</b>	<b>64</b>	<b>\$210,954,178</b>	<b>\$134,707,358</b>	<b>100%</b>

**Available Funding**

In November, the initial estimate for STP-S funding was \$65 million. The actual amount of STP-S funds available is slightly higher at \$66 million (due to cost savings on some projects). Also, approximately \$4 million in STP-S funds were returned to the regional pool from projects

Gateway Tower  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451

314-421-4220  
618-274-2750  
Fax 314-231-6120

webmaster@ewgateway.org  
www.ewgateway.org

that were removed from the TIP. The actual amount of STP-S funds available to program is approximately \$70 million.

**Evaluation and Ranking of STP-S Projects**

There are seven STP-S project application types as shown in Table B below. All project types compete against each other for the available funding. Each project type receives up to 100 performance points. In addition to performance points, projects receive up to five points for facility usage and up to 20 points based on cost. **Table B** shows the breakdown of submitted projects by application type.

<b>Table B – FY 2024-2027 TIP – Missouri Local Program – Submitted STP-S Projects by Application Type</b>			
<b>Application Type</b>	<b># of Projects</b>	<b>Total Cost</b>	<b>Federal Cost</b>
Active Transportation	6	\$10,738,525	\$7,223,808
Bridge	10	\$29,647,430	\$20,272,661
Freight/Economic Development	0	\$0	\$0
Road	42	\$151,657,575	\$94,526,371
Safety	3	\$7,690,000	\$4,988,000
Traffic Flow	1	\$8,000,000	\$5,120,000
Transit	2	\$3,220,648	\$2,576,518
<b>Total</b>	<b>64</b>	<b>\$210,954,178</b>	<b>\$134,707,358</b>

Projects are ranked from highest to lowest based on the total score, made up of the performance, cost, and usage scores. Since each county is guaranteed at least one project, a project could score lower than other projects and still be recommended for funding. In cases of a tie, the project with the highest performance score would be recommended for funding. A secondary tiebreaker is based on the lowest federal funds requested.

All projects must be consistent with clean air requirements, establish financial commitment, and must demonstrate a reasonable degree of political and community support.

After scoring the projects, staff noted that more than 60% of available STP-S funding would be going to a single project sponsor. While there is no policy currently in place capping how large a portion of available funding one sponsor can receive, EWG staff worked with that particular project sponsor to reduce the number of projects they would receive in this round in an effort to achieve a wider distribution of funds across the region. Additionally, three STP-S project applications were withdrawn by the project sponsors.

**Attachment A** shows the total project scores for the submitted STP-S projects as well as EWG staff’s recommendations based on the amount of STP-S funding available. **Table C** shows the breakdown of recommended STP-S projects by county. **Table D** shows the breakdown of recommended STP-S project applications by application type.

<b>Table C – FY 2024-2027 TIP – Missouri Local Program – Recommended STP-S Projects by County</b>				
<b>County</b>	<b># of Projects</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>% of Request (Fed \$)</b>
Franklin	2	\$3,488,546	\$2,790,836	4.0%
Jefferson	2	\$4,940,000	\$3,688,000	5.2%
Multi-County	2	\$3,220,648	\$2,576,518	3.7%
St. Charles	9	\$23,221,526	\$12,794,391	18.2%
St. Louis	17	\$54,857,202	\$35,150,779	50.0%
St. Louis City	2	\$17,507,000	\$13,276,000	18.9%
<b>Total</b>	<b>34</b>	<b>\$107,234,922</b>	<b>\$70,276,524</b>	<b>100%</b>

<b>Table D – FY 2024-2027 TIP – Missouri Local Program – Recommended STP-S Projects by Application Type</b>			
<b>Application Type</b>	<b># of Projects</b>	<b>Total Cost</b>	<b>Federal Cost</b>
Active Transportation	2	\$1,946,310	\$1,557,048
Bridge	7	\$14,972,309	\$11,604,392
Freight/Economic Development	0	\$0	\$0
Road	21	\$82,155,655	\$50,850,566
Safety	2	\$4,940,000	\$3,688,000
Traffic Flow	0	\$0	\$0
Transit	2	\$3,220,648	\$2,576,518
<b>Total</b>	<b>34</b>	<b>\$107,234,922</b>	<b>\$70,276,524</b>

**Off-System Bridge Program/Bridge Formula Program**

**Submitted Projects**

In the Missouri portion of the region, seven applications requesting \$11.8 million in federal funds were submitted for consideration in the BRO/BFP funding program. **Table E** shows the breakdown of submitted projects by county.

<b>Table E – FY 2024-2027 TIP – Missouri Local Program – Submitted BRO/BFP Applications</b>				
<b>County</b>	<b># of Projects</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>% of Request (Fed \$)</b>
Franklin	2	\$3,530,451	\$2,334,066	19.8%
Jefferson	1	\$853,221	\$553,166	4.7%
Multi-County	0	\$1,530,000	\$0	0.0%
St. Charles	2	\$2,545,000	\$1,064,000	9.0%
St. Louis	1	\$7,230,000	\$2,036,000	17.3%
St. Louis City	1	\$3,530,451	\$5,784,000	49.1%
<b>Total</b>	<b>7</b>	<b>\$19,219,123</b>	<b>\$11,771,232</b>	<b>100%</b>

**Available Funding**

In November, the initial estimate for BRO/BFP funding was \$8 million. The initial estimate included funding BRO/BFP through FY 2026. STP-S funding is being programmed through FY

2027. To simplify future BRO/BFP funding rounds, EWG recommends to also program FY 2027 BRO/BFP funds. There is approximately \$12 million available to program for BRO/BFP.

**Evaluation and Ranking of BRO/BFP Projects**

EWG included BRO/BFP funding as part of the STP-S solicitation, and then EWG staff, in conjunction with MoDOT, made determinations for which STP-S bridge applications were eligible for BRO/BFP funding. STP-S bridge evaluation criteria were used to evaluate and rank the projects. Each project type receives up to 100 performance points. In addition to performance points, projects receive up to five points for facility usage and up to 20 points based on cost.

Projects are ranked from highest to lowest based on the total score, made up of the performance, cost, and usage scores. In cases of a tie, the project with the highest performance score would be recommended for funding. A secondary tiebreaker is based on the lowest federal funds requested.

All projects must be consistent with clean air requirements, establish financial commitment, and must demonstrate a reasonable degree of political and community support.

**Attachment B** shows the total project scores for the BRO/BFP applications as well as EWG staff’s recommendations based on the amount of BRO/BFP funding available. **Table F** shows the breakdown of recommended BRO/BFP projects by county.

<b>Table F – FY 2024-2027 TIP – Missouri Local Program – Recommended BRO Projects by County</b>				
<b>County</b>	<b># of Projects</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>% of Request (Fed \$)</b>
Franklin	2	\$3,530,451	\$2,334,066	19.8%
Jefferson	1	\$853,221	\$553,166	4.7%
Multi-County	0	\$0	\$0	0.0%
St. Charles	2	\$1,530,000	\$1,064,000	9.0%
St. Louis	1	\$2,545,000	\$2,036,000	17.3%
St. Louis City	1	\$7,230,000	\$5,784,000	49.1%
<b>Total</b>	<b>7</b>	<b>\$15,688,672</b>	<b>\$11,771,232</b>	<b>100%</b>

**Congestion Mitigation and Air Quality Improvement Program**

**Submitted Projects**

The CMAQ program provides funding for transportation programs or projects that reduce emissions and contribute to the attainment or maintenance of the national ambient air quality standards of ozone, carbon monoxide, and particulate matter. CMAQ eligible projects include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, and vehicle-to-infrastructure communication equipment.

EWG also included Carbon Reduction Program (CRP) funding as part of the CMAQ solicitation. The purpose of CRP is to reduce transportation emissions by funding projects designed to reduce transportation emissions such as carbon dioxide. CRP eligibilities are similar

to CMAQ eligibilities. Projects like electric vehicles, transit improvements, and traffic flow improvements are eligible for CRP.

Project sponsors submitted 22 CMAQ/CRP applications for consideration, requesting approximately \$49.5 million in federal funds. **Table G** shows the breakdown of submitted projects by county.

<b>Table G – FY 2024-2027 TIP – Missouri Local Program – Submitted CMAQ/CRP Projects</b>				
<b>County</b>	<b># of Projects</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>% of Request (Fed \$)</b>
Franklin	1	\$2,334,000	\$1,867,200	3.8%
Jefferson	0	\$0	\$0	0.0%
Multi-County	4	\$19,453,520	\$14,303,243	28.9%
Multi-State	2	\$1,703,200	\$1,703,200	0.0%
St. Charles	8	\$27,313,917	\$11,891,039	24.0%
St. Louis	3	\$14,336,930	\$10,814,144	21.9%
St. Louis City	4	\$11,764,247	\$8,867,397	17.9%
<b>Total</b>	<b>22</b>	<b>\$76,905,814</b>	<b>\$49,446,223</b>	<b>100.0%</b>

**Available Funding**

In November, the initial estimate for CMAQ funding was \$22 million and approximately \$12 million in CRP funding, for a combined total of approximately \$34 million available for programming.

**Evaluation of Submitted CMAQ/CRP Projects**

The principal criterion for determining project eligibility through the CMAQ program is that an improvement or a service must contribute to attainment or maintenance of the National Ambient Air Quality Standards for an area or region. The St. Louis region is in non-attainment or maintenance status for ozone. Federal cost per ton of emissions reduced of ozone precursors is used in the project selection process as the measure to establish priority. This measure is used as a means of comparing various types of projects in a common way, that being the cost per unit of benefit. CRP projects were evaluated based on CMAQ methodology. Submitted CMAQ/CRP projects are forwarded to Federal Highway Administration and Federal Transit Administration to review for eligibility.

CMAQ and CRP projects are ranked relative to cost per metric ton of emissions reduced, the establishment of project priorities and the selection of projects for funding in the CMAQ/CRP program are a direct result of a project's cost effectiveness and the availability of local, federal, and other funding. Projects that do not decrease emissions or increase emissions are not eligible for CMAQ/CRP. Projects that add capacity for single occupant vehicles are also not eligible.

There were 22 projects submitted for CMAQ/CRP funding. Fourteen of them were eligible and eight were found to be ineligible. Of the eight that were not eligible: one did not generate emissions reduction; one project provided insufficient data; one project added capacity; three projects would have increased emissions; and two projects were not related to transportation.

**Attachment C** shows the project rankings for the CMAQ/CRP projects based on cost per ton of emissions reduced as well as EWG staff’s recommendations based on the amount of funding available. **Table H** shows the breakdown of recommended projects by county.

<b>Table H – FY 2024-2027 TIP – Missouri Local Program – Recommended CMAQ/CRP Projects by County</b>				
<b>County</b>	<b># of Projects</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>% of Request (Fed \$)</b>
Franklin	1	\$2,334,000	\$1,867,200	5.4%
Jefferson	0	\$0	\$0	0.0%
Multi-County	4	\$19,453,520	\$14,303,243	41.6%
Multi-State	2	\$1,703,200	\$1,703,200	5.0%
St. Charles	4	\$19,335,268	\$6,800,514	19.8%
St. Louis	1	\$2,764,189	\$2,211,351	6.4%
St. Louis City	2	\$10,080,000	\$7,520,000	21.9%
<b>Total</b>	<b>14</b>	<b>\$55,670,177</b>	<b>\$34,405,508</b>	<b>100.0%</b>

**Public Comment**

Project information from the 93 applications was posted on EWG’s website for public comment. The public comment period was from March 23 through April 11. A total of 17 comments were received for the project applications. **Table I** shows a summary of the comments received. **Attachment D** provides a detailed listing of the comments.

<b>Table I – FY 2024-2027 TIP – Summary of Public Comments</b>				
<b>Project</b>	<b># Support</b>	<b># Oppose</b>	<b># Concerned</b>	<b>Total # of Comments</b>
Ballwin – Claymont Drive, Phase 1	1	0	0	1
Crystal City – Bailey Road	6	0	0	6
Maryland Heights – Fee Fee Greenway	1	0	0	1
O’Fallon – Crestview Drive Extension	1	0	0	1
O’Fallon – Guthrie Bridge	1	0	0	1
O’Fallon – Hoff Road, Phase 2	1	0	0	1
O’Fallon – St. Matthew Drive	1	0	0	1
O’Fallon – Tom Ginnever	1	0	0	1
St. Peters – Jungermann Road, Phase 1	1	0	0	1
St. Peters – Jungermann Road, Phase 2	1	0	0	1
St. Peters – Mid Rivers Mall Drive	1	0	0	1
Wentzville – W Pearce	1	0	0	1
<b>Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>

**Project Recommendations**

Staff recommends that the projects identified on **Attachment E** be included in the draft FY 2024-2027 TIP. **Table J** shows the Missouri local program recommendations by county. Projects that are recommended for funding will be presented to the Board of Directors on May 24, 2023. The draft TIP will be presented to the Board of Directors on June 28 and released for

public comment from June 30 through August 2. There will be a series of open houses in Missouri during the comment period. Information regarding public comment will be sent to project sponsors in the future. Following the comment period, the TIP will be submitted to the Board of Directors for final approval on August 30, 2023.

<b>Table J – FY 2024-2027 TIP – Missouri Local Program Recommendations by County</b>			
<b>County</b>	<b># of Projects</b>	<b>Federal Cost</b>	<b>% of Federal Funding</b>
Franklin	5	\$6,992,102	6.0%
Jefferson	3	\$4,241,166	3.6%
Multi-County	6	\$16,879,761	14.5%
Multi-State	2	\$1,703,200	1.5%
St. Charles	15	\$20,658,905	17.7%
St. Louis	19	\$39,398,130	33.8%
St. Louis City	5	\$26,580,000	22.8%
<b>Total</b>	<b>55</b>	<b>\$116,453,264</b>	<b>100.0%</b>



Attachment A – FY 2024-2027 TIP – STP-S Program - Missouri

Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
<b>Recommended for funding</b>											
8018	St. Louis	Frontenac	Spoede Rd Bridge - Over Deer Creek - Bridge Replacement - Sidewalk Upgrade (6 Ft)	Bridge	\$1,207,560	\$1,509,450	80.00	20.00	4	104.00	\$1,207,560
8069	St. Louis	Wildwood	Wild Horse Creek Rd Bridge - Over Tributary to Wild Horse Creek - Replace Bridge	Bridge	\$769,360	\$961,700	81.00	20.00	1	102.00	\$1,976,920
8040	St. Charles	St. Charles County	Josephville Rd Bridge - Over Tributary Of Cuivre River - Bridge Replacement	Bridge	\$512,000	\$740,000	80.00	20.00	1	101.00	\$2,488,920
8043	St. Louis City	St. Louis	Grand Ave/Cass Ave - Grand: Natural Bridge to Cass-Cass: Grand to Spring - Ln Reduction - Curb Ramps - Resurface - Lighting	Road	\$6,076,000	\$8,507,000	90.00	5.65	5	100.65	\$8,564,920
8021	Jefferson	Jefferson County	Romaine Creek Road - Saline Rd to Caleb Crossing - Overlay - Shoulders (4')	Safety	\$1,840,000	\$2,300,000	81.00	17.23	2	100.23	\$10,404,920
8003	St. Louis	Charlack	Lackland Rd Bridge - East Of I-170 - Bridge Deck Replacement	Bridge	\$599,136	\$748,920	79.00	20.00	1	100.00	\$11,004,056
8009	St. Louis	Des Peres	Des Peres Road - Old Des Peres Rd to Dougherty Ferry Rd - Resurfacing - Sidewalk Upgrades (5 Ft)	Road	\$1,918,346	\$2,397,932	79.00	16.83	4	99.83	\$12,922,402
8047	St. Louis	St. Louis County	Chambers Road - 2027 - Bellefontaine Rd to City Limits E/O Grosvenor Dr - Resurfacing - Sup (10') - Sidewalk Upgrades (5')	Road	\$6,262,800	\$10,438,000	89.00	5.36	5	99.36	\$19,185,202
8015	St. Louis	Florissant	St. Catherine Street - North New Florissant Road to Waterford Dr - Resurfacing - Sup (10') - Sidewalk Upgrade (5') - Curb Ramps	Road	\$1,664,029	\$2,080,037	79.00	18.13	2	99.13	\$20,849,231
8056	St. Louis	St. Louis County	Vernon Ave - 2027 - Midland Ave to Westgate Ave - Resurfacing - Shared Use Path (10') - Ln Reduction	Road	\$4,504,346	\$8,189,720	88.00	8.07	3	99.07	\$25,353,577
8001	Multi-County	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2027 (A) - Replace 9 Vans	Transit	\$1,288,259	\$1,610,324	79.00	20.00	0	99.00	\$26,641,836
8002	Multi-County	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2027 (B) - Replace 9 Vans	Transit	\$1,288,259	\$1,610,324	79.00	20.00	0	99.00	\$27,930,095
8041	St. Charles	St. Charles County	Josephville Rd, Phase 2 - S/O Kersting Rd to 0.92 Miles N/O Mo A - Resurfacing - Shoulders (4 Ft)	Road	\$1,300,000	\$3,240,000	78.00	20.00	1	99.00	\$29,230,095
8057	St. Charles	St. Paul	St. Paul Rd Bridge - Over Trib. to Peruque Creek - Replace Bridge - Sidewalk (6 Ft)	Bridge	\$827,244	\$1,034,055	78.00	20.00	1	99.00	\$30,057,339
8023	St. Charles	Lake Saint Louis	Lake Saint Louis Blvd, Phase 2 - 200' S/O S Hawkridge Crossing to 150' N/O Hawkridge Trail - TWTL - Sup (10 Ft) - Sidewalk (6 Ft) - Reconstruct	Road	\$2,299,647	\$3,304,647	82.00	14.87	2	98.87	\$32,356,986
8005	St. Louis	Creve Coeur	New Ballas Rd, Phase 2 - 100 Ft S/O Ladue Rd to 100 Ft N/O Conway Rd - Resurfacing - Sidewalks (5 Ft) - Curb Ramps	Road	\$1,060,000	\$1,475,000	73.86	20.00	5	98.86	\$33,416,986
8054	St. Louis	St. Louis County	Schuetz Road - 2027 - Gandy Dr to Lindbergh Blvd - Resurfacing - Shared Use Path (10') - Curb Ramps	Road	\$4,841,262	\$10,758,360	87.00	7.55	4	98.55	\$38,258,248
8008	St. Charles	Dardenne Prairie	Post Road - Post Valley Dr to Technology Dr - Realign At Tech. - Overlay - Bi-Dir Turn Lane - Curb/Gutter - Sup (10')	Road	\$1,300,000	\$2,487,724	77.00	20.00	0	97.00	\$39,558,248
8025	St. Louis	Northwoods	Natural Bridge (MO 115) Ped Lighting - Lucas And Hunt Rd to Avondale Rd - Pedestrian Lighting	Active	\$172,000	\$215,000	77.00	20.00	0	97.00	\$39,730,248
8022	St. Louis	Kirkwood	Grant's Trail, Phase 1B - Fillmore & Monroe to Leffingwell Ave - SUP (10 Ft) - Clinton-Leffingwell-Scott-Woodlawn - Traffic Calming	Active	\$1,385,048	\$1,731,310	77.00	19.56	0	96.56	\$41,115,296
8033	St. Charles	St. Charles	Fox Hill Rd - 490' S/O Boschertown Rd to N Randolph St - Resurfacing - Sidewalk (5 Ft)	Road	\$800,000	\$1,000,000	75.44	20.00	1	96.44	\$41,915,296
8051	St. Louis	St. Louis County	Lucas & Hunt Bridge - Over Norfolk & Southern Rr - Replace Southbound Bridge - Shared Use Path (12') - Preliminary Engineering Only	Bridge	\$489,092	\$978,184	86.00	6.37	4	96.37	\$42,404,388
8049	St. Louis	St. Louis County	Howdershell Road - 2027 - Lynn Haven Ln to Utz Rd - Resurfacing - Sidewalks (5') - Flashing Yellow Arrows	Road	\$6,475,160	\$8,093,950	86.00	5.04	5	96.04	\$48,879,548
8045	St. Louis City	St. Louis	Loughborough Ave Bridge - Bridge Replacement - Shared Use Path (12 Ft) - Sidewalk Upgrades (8 Ft) - Curb/Gutter	Bridge	\$7,200,000	\$9,000,000	86.00	4.53	5	95.53	\$56,079,548
8028	St. Charles	O'Fallon	Hoff Road, Phase 2 - Progress West Ln to City Limits (0.1 Mi. E/O Kemmar Ct) - Reconstruct - Shared Use Path (10 Ft) - Realign Int.	Road	\$1,914,300	\$3,828,600	76.13	16.85	2	94.98	\$57,993,848

Attachment A – FY 2024-2027 TIP – STP-S Program - Missouri

Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
<b>Recommended for funding (continued)</b>											
8042	St. Charles	St. Charles County	South Point Prairie Rd - 0.4 Miles N/O Jackson Rd to 0.1 Miles N/O MO N - Resurfacing - Shoulders (6 Ft)	Road	\$1,300,000	\$4,410,000	73.00	20.00	1	94.00	\$59,293,848
8011	St. Louis	Ellisville	Pierside Lane - Old State Rd to Kiefer Creek Rd - Resurfacing - Two-Way Bike Lane (8 Ft) - Curb Ramps	Road	\$720,384	\$900,480	71.31	20.00	2	93.31	\$60,014,232
8020	Jefferson	Jefferson County	Old Lemay Ferry Road - 2027 - 420' S/O East Rock Creek Rd to 630' N/O Seckman Rd - Overlay - Shoulders (4')	Safety	\$1,848,000	\$2,640,000	73.00	17.19	3	93.19	\$61,862,232
8065	Franklin	Union	Denmark Rd, Phase 4 - Prairie Dell Rd to Progress Pkwy - Resurfacing - Roundabout - Sidewalk (5 Ft)	Road	\$729,082	\$911,353	72.00	20.00	1	93.00	\$62,591,314
8059	St. Charles	St. Peters	Jungermann Rd, Phase 2 - McClay Rd to MoDot Row At MO 364 - Resurfacing - Sidewalk Upgrades (6') - Curb/Gutter	Road	\$2,541,200	\$3,176,500	74.00	13.63	5	92.63	\$65,132,514
8068	St. Louis	Webster Groves	Elm Avenue - Glendale Rd to Watson Rd (Mo 366) - Resurfacing - Shared Use Path (10') - Curb Ramps	Road	\$1,999,950	\$2,985,000	71.00	16.41	5	92.41	\$67,132,464
8067	Franklin	Washington	Third St - High St to Jefferson St - Overlay - Sidewalk Upgrades (5 Ft) - Curb Ramps	Road	\$2,061,754	\$2,577,193	76.00	16.09	0	92.09	\$69,194,218
8032	St. Louis	St. Ann	Pear Tree Ln & Country Ln - Douglas Ct to City Limit - Resurfacing - Sidewalk (4 Ft) - Curb Ramps	Road	\$641,854	\$843,594	70.50	20.00	1	91.50	\$69,836,072
8031	St. Louis	Shrewsbury	Weil Avenue - Laclede Station Rd to Wilshusen Ave - Resurfacing - Sidewalk (5') - Curb/Gutter	Road	\$440,452	\$550,565	71.19	20.00	0	91.19	\$70,276,524
<b>Not recommended due to funding constraints</b>											
8060	St. Charles	St. Peters	Mexico Road - Spencer Rd to McGavock St - Resurfacing - Sidewalk Upgrades (6') - Curb/Gutter	Road	\$2,463,600	\$3,079,501	72.00	14.03	5	91.03	\$72,740,124
8058	St. Charles	St. Peters	Jungermann Rd, Phase 1 - Briarwick Trail to McClay Rd - Resurfacing - Sidewalk Upgrade (6 Ft) - Curb Ramps	Road	\$1,872,400	\$2,340,500	68.63	17.06	5	90.69	\$74,612,524
8012	St. Louis	Ferguson	Atmore-Elkins-Woodwind - New Halls Ferry Rd to E/O Trask (City Limits) - Overlay/Slab Repl. - Sidewalk (4 Ft) - Speed Humps	Road	\$567,245	\$709,057	69.00	20.00	1	90.00	\$75,179,769
8006	Jefferson	Crystal City	Bailey Road - Brierton Ln to Mississippi Ave - Resurfacing	Road	\$419,695	\$594,238	67.00	20.00	2	89.00	\$75,599,464
8013	Jefferson	Festus Special Road District	Horine Road - Pine Ln to Northern City Limit - Overlay	Road	\$503,930	\$696,054	66.00	20.00	3	89.00	\$76,103,394
8030	Franklin	Pacific	MO N, Phase 5 - West Hawthorne Dr to Westlake Village Dr - Resurfacing - Curb/Gutter - Lighting	Road	\$694,507	\$868,134	68.00	20.00	1	89.00	\$76,797,901
8066	St. Louis	University City	Groby Rd - McKnight Rd to Mississippi Ave - Resurfacing - Curb Ramps	Road	\$882,740	\$1,277,214	67.00	20.00	2	89.00	\$77,680,641
8064	St. Louis	Town & Country	Bopp Road - Clayton Rd to City Limits S/O Spring Drive - Resurfacing - Shared Use Path (8 Ft) - Sidewalk	Road	\$1,859,748	\$2,324,685	69.78	17.13	1	87.91	\$79,540,389
8061	St. Charles	St. Peters	Mid Rivers Mall Dr - St. Peters-Howell Rd to Cottleville Pkwy - Diamond Grind - Slab Replacement - Upgrade Sidewalks	Road	\$3,074,000	\$3,842,500	71.72	10.90	5	87.62	\$82,614,389
8019	Jefferson	Herculaneum	McNutt Street - Providence Way to McNutt School Rd - Resurfacing	Road	\$493,212	\$697,115	65.00	20.00	2	87.00	\$83,107,601
8029	St. Charles	O'Fallon	St. Matthew Drive - Tom Ginnever Ave to Eggering Dr - Reconstruction - Sidewalk Upgrade (4-6 Ft)	Road	\$1,865,850	\$3,731,700	68.25	17.10	1	86.35	\$84,973,451
8014	St. Charles	Flint Hill	Mo P - N Broadhead Ln to Mexico Rd - Curb & Gutter - Sidewalks (5 Ft) - Curb Ramps	Active	\$655,158	\$991,580	66.00	20.00	0	86.00	\$85,628,609
8004	St. Louis	Chesterfield	Highcroft Dr/Old Baxter Rd - Baxter Rd to Schoettler Valley Dr - Resurfacing/Reconstruct - Sidewalk (5') - Curb Ramps	Road	\$2,054,400	\$2,568,000	68.75	16.13	1	85.88	\$87,683,009
8036	St. Charles	St. Charles County	Diehr Rd At MO DD Roundabout - 500' W/O Route Dd to 500' E/O And W/O Diehr Rd - Roundabout - Shared Use Path (10') - Sidewalk (5')	Safety	\$1,300,000	\$2,750,000	62.38	20.00	1	83.38	\$88,983,009
8007	St. Charles	Dardenne Prairie	Hanley Road - Feise Rd to Town Square Ave - Resurfacing	Road	\$361,983	\$452,479	62.00	20.00	1	83.00	\$89,344,992
8039	St. Charles	St. Charles County	Interstate Dr Shared Use Path - Schaper Rd to Journey Elementary - Shared Use Path (10 Ft) - Curb Ramps	Active	\$1,300,000	\$2,200,000	62.00	20.00	0	82.00	\$90,644,992
8000	St. Louis	Ballwin	Claymont Road, Phase 1 - Holloway Rd to Bellerive Dr - Resurfacing - Curb Ramps	Road	\$583,694	\$844,533	58.00	20.00	1	79.00	\$91,228,686

Attachment A – FY 2024-2027 TIP – STP-S Program - Missouri

Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
<b>Not recommended due to funding constraints (continued)</b>											
8024	St. Louis	Maryland Heights	Fee Fee Road Greenway - McKelvey Woods Ct to Milwell Dr - Shared Use Path (10 Ft)	Active	\$3,000,000	\$4,555,470	65.00	11.28	0	76.28	\$94,228,686
8063	Franklin	Sullivan	North And South Rd Sidewalk - Mesa Dr to Hwy 185 - Sidewalk (6 Ft) Curb/Gutter	Active	\$711,602	\$1,045,165	55.00	20.00	0	75.00	\$94,940,288
8026	St. Charles	O'Fallon	Crestview Drive Extension - Veterans Memorial Pkwy to Woodlawn Ave - New Road - Roundabout At Veterans Mem Pkwy	Road	\$3,000,000	\$6,659,000	15.00	11.28	1	27.28	\$97,940,288
8034	St. Charles	St. Charles	Main St (Frenchtown) - Montgomery St to Clark St - New Road - Sidewalks (5 Ft) - Curb/Gutter	Traffic Flow	\$5,120,000	\$8,000,000	17.00	7.12	0	24.12	\$103,060,288
<b>Projects not recommended to allow a greater distribution of project sponsors</b>											
8048	St. Louis	St. Louis County	Hanley Road - 2027 - Bruno Ave to Manchester Rd (MO 100) - Resurfacing - Sidewalk Upgrades (6 Ft) - Curb Ramps	Road	\$2,800,764	\$6,223,920	86.60	12.30	5	103.90	\$105,861,052
8055	St. Louis	St. Louis County	Weidman Rd Bridge - Over Grand Glaize Creek - Replace Bridge - Shared Use Path (10') - Sidewalk (5')	Bridge	\$2,677,756	\$3,347,195	84.00	12.93	4	100.93	\$108,538,808
8050	St. Louis	St. Louis County	Lilac Drive - 2027 - Gourock Ave to Scranton Ave - Resurfacing - Shared Use Path (10') - Fiber	Road	\$3,695,470	\$7,936,790	88.00	9.31	2	99.31	\$112,234,278
8052	St. Louis	St. Louis County	Parker Road - 2027 - Jerries Ln to Benham Rd - Resurfacing - Shared Use Path (10') - Curb Ramps	Road	\$7,757,655	\$10,343,540	88.00	4.15	5	97.15	\$119,991,933
8046	St. Louis	St. Louis County	Brown Road - 2027 - Woodson Rd to Lackland Rd - Roundabouts - Resurfacing - Sidewalk Upgrades (5 Ft) - Curb Ramps	Road	\$2,725,456	\$6,813,640	82.00	12.69	1	95.69	\$122,717,389
8053	St. Louis	St. Louis County	Pennsylvania Ave - 2027 - Page Ave (MO D) to Vernon Ave - Resurfacing - Upgrade Sidewalk (5') - Mini Roundabout	Road	\$4,399,456	\$5,499,320	85.00	8.23	2	95.23	\$127,116,845
<b>Applications withdrawn</b>											
8027	St. Charles	O'Fallon	TR Hughes & Guthrie Bridges - Preventive maintenance	Bridge	\$160,000	\$200,000	-	-	-	-	\$127,276,845
8035	St. Charles	St. Charles	Old 94 - Pralle to Zumbel Rd - Resurfacing, sidewalk	Road	\$1,600,000	\$2,000,000	-	-	-	-	\$128,876,845
8062	St. Charles	St. Peters	Spencer Rd Bridge - Over Spencer Creek - Bridge Rehab - Shared Use Path (10 Ft) -	Bridge	\$710,800	\$888,500	-	-	-	-	\$129,587,645

Note: Total submitted was \$134,707,358 - St. Louis County Lucas & Hunt Bridge is recommended for only preliminary engineering hence the lower amount shown here.

**Attachment B – FY 2024-2027 TIP – BRO/BFP Programs - Missouri  
Project Submittals (Ordered by Total Score )**

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
<b>Recommended for funding</b>											
8010	Jefferson	De Soto	De Witt St Bridge - Over Tanyard Branch Creek - Bridge Replacement - Sidewalk (6 Ft)	Bridge	\$553,166	\$853,221	80.00	20.00	0	100.00	\$553,166
8017	Franklin	Franklin County	St. John's Creek Rd Low Water Xing - Over St. John's Creek - Replacing Low Water Crossing With A New Bridge	Bridge	\$1,537,204	\$2,282,767	81.00	18.78	0	99.78	\$2,090,370
8016	Franklin	Franklin County	Red Oak Rd Bridge - Over Clates Creek - Bridge Replacement	Bridge	\$796,862	\$1,247,684	76.00	20.00	0	96.00	\$2,887,232
8037	St. Charles	St. Charles County	Dietrich Rd Bridge - Over Trib. Of McCoy River - Bridge Replacement	Bridge	\$512,000	\$740,000	72.00	20.00	1	93.00	\$3,399,232
8070	St. Louis	Wildwood	Wild Horse Creek Rd Bridge - Over Wild Horse Creek - Bridge Replacement	Bridge	\$2,036,000	\$2,545,000	75.00	16.23	1	92.23	\$5,435,232
8044	St. Louis City	St. Louis	Grand Dr Bridge - Bridge Replacement - Shared Use Path (14 Ft) - Buffered Bike Lanes (5 Ft)	Bridge	\$5,784,000	\$7,230,000	81.50	6.10	3	90.60	\$11,219,232
8038	St. Charles	St. Charles County	Howell Rd Bridge - Over Femme Osage Creek - Bridge Replacement	Bridge	\$552,000	\$790,000	69.00	20.00	0	89.00	\$11,771,232

**Attachment C - FY 2024-2027 TIP – CMAQ/CRP Programs**

**Project Submittals (Ordered by Cost Effectiveness )**

ID Number	County	Sponsor	Project Title - Description	Metric Tons NOx Reduced	Metric Tons PM 2.5 Reduced	Metric Tons VOC Reduced	Federal Cost	Total Cost	Cost Effectiveness	Cumulative Federal Cost
<b>Recommended for CMAQ funding</b>										
8205	Multi-County	Jefferson County Port Authority	Marine Vessel Engine Repower - 2026 - Repower Two Towboats Serving Mississippi & Missouri River In Non Attainment Area	0.0766306	0.0030901	0.0045431	\$2,099,290	\$4,198,580	\$51.72	\$2,099,290
8207	Multi-State	Madison County Transit District	Ridefinders Vanpool Van Replacement (4) - Ridefinders covers MO and IL. Total Cost Split With IL CMAQ (\$25,800 CMAQ requested in IL)	0.0003703	0.0000155	0.0000644	\$103,200	\$103,200	\$474.74	\$2,202,490
8206	Multi-State	Madison County Transit District	Ridefinders Marketing & Outreach - 2024 - MO - Increase Awareness, Interest, And Participation In Ridefinders By Employers And Commuters	0.0022191	0.0000930	0.0003862	\$1,600,000	\$1,600,000	\$1,228.28	\$3,802,490
8216	St. Charles	St. Charles County	MO N - At Hopewell/Duello Rd New Traffic Signal - Shared Use Path (10')	0.0000462	0.0000019	0.0000262	\$703,040	\$878,800	\$19,408.54	\$4,505,530
8214	St. Charles	St. Charles County	County Wide Automated Traf. Signal Perf. Measures - Signal Optimization And Upgrad Signal Control Systems Along Various Routes	0.0001155	0.0000101	0.0000930	\$2,110,774	\$2,638,468	\$20,246.18	\$6,616,304
8212	St. Charles	O'Fallon	Tom Ginnever - At N. Cool Springs Rd - Roundabout - Shared Use Path (10 Ft)	0.0000396	0.0000016	0.0000224	\$986,700	\$1,518,000	\$31,833.66	\$7,603,004
8204	St. Louis	Des Peres	Des Peres Road - At Old Des Peres Rd - Roundabout	0.0000781	0.0000033	0.0000443	\$2,211,351	\$2,764,189	\$36,154.20	\$9,814,355
8218	St. Louis City	St. Louis	Traffic Management Enhancements, Phase 6 - Dr. MLK Drive - Hodiamont Ave To Grand Blvd Signal Control Upgrades - Traffic Cameras - Fiber	0.0000817	0.0000073	0.0000657	\$2,984,000	\$3,730,000	\$40,483.03	\$12,798,355
8217	St. Louis City	St. Louis	Grand Ave/Cass Ave - Grand: Natural Bridge To Cass-Cass: Grand To Spring Signal Improvements - 14 New Traffic Signals	0.0000401	0.0000036	0.0000322	\$4,536,000	\$6,350,000	\$125,525.32	\$17,334,355
8215	St. Charles	St. Charles County	I-70 North Outer Road - Zumbel Rd WB Off Ramp To MO 94 On Ramp Outer Road - Interchange Reconfiguration	0.0000138	0.0000006	0.0000078	\$3,000,000	\$14,300,000	\$278,140.42	\$20,334,355
8220	Franklin	Washington	MO 100 - At International Dr/Rabbit Trail Intersection Reconst - Right Turn Ln - Sidewalk (6')	0.0000047	0.0000002	0.0000026	\$1,867,200	\$2,334,000	\$510,770.75	\$22,201,555
<b>Recommended for CRP funding</b>										
8201	Multi-County	Bi-State Development/Metro	Bus Replacement - 2026 (A) - Replace 10 Buses -- CRP FUNDED	0.0009010	0.0000180	0.0000130	\$4,306,184	\$5,382,730	\$9,422.72	\$26,507,739
8202	Multi-County	Bi-State Development/Metro	Bus Replacement - 2026 (B) - Replace 10 Buses -- CRP FUNDED	0.0009010	0.0000180	0.0000130	\$4,306,184	\$5,382,730	\$9,422.72	\$30,813,923
8208	Multi-County	MoDOT	Traffic Monitoring Cameras - Add 155 CCTV Cameras To Cover Gaps In Existing Camera Network- Connect To Transportation Management Center -- CRP FUNDED	0.0000484	0.0000020	0.0000275	\$3,591,585	\$4,489,480	\$94,691.84	\$34,405,508

Attachment C - FY 2024-2027 TIP – CMAQ/CRP Programs

Project Submittals (Ordered by Cost Effectiveness)

ID Number	County	Sponsor	Project Title - Description	Metric Tons NOx Reduced	Metric Tons PM 2.5 Reduced	Metric Tons VOC Reduced	Federal Cost	Total Cost	Cost Effectiveness	Cumulative Federal Cost
<b>Not recommended for funding - Does not generate emissions reduction</b>										
8219	St. Charles	St. Peters	Signal Replacements - Mexico At Sunny Hills; Suemandy At Grand Teton Suemandy At Exec. Centre - Replace Signals	-	-	-	\$1,973,600	\$2,466,999	-	\$36,379,108
<b>Not recommended for funding - Insufficient data provided</b>										
8211	St. Louis	MoDOT	North County Signal Modernization - Signal Timing Optimization & Equipment Modernization For 137 Signals Along US 67, MO D/MO 180/MO 115/MO AC	-	-	-	\$7,934,993	\$9,918,741	-	\$44,314,101
<b>Not recommended for funding - Not eligible - Adding capacity</b>										
8209	St. Charles	MoDOT	MO 94 - 0.4 Mi W/O Rt D & Mo 94 To I-64 Intersection Improvements - Add Lanes	-	-	-	\$1,889,600	\$3,474,000	-	\$46,203,701
<b>Not recommended for funding - Not eligible - Increasing emissions</b>										
8210	St. Charles	MoDOT	MO P - At Koch Rd Roundabout	-0.0000001	0.0000000	-0.0000001	\$910,000	\$1,403,000	-\$12,446,480.86	\$47,113,701
8213	St. Louis	Olivette	N. Price Rd/Dielman Industrial - At Olive (MO 340) Add Turn Lanes To SB Legs	-0.0000012	0.0000000	-0.0000007	\$667,800	\$1,654,000	-\$715,065.06	\$47,781,501
8221	St. Charles	Wentzville	W. Pearce - At Allen Intersection Improvements	-0.0000064	-0.0000002	-0.0000017	\$317,325	\$634,650	-\$78,589.04	\$48,098,826
<b>Not recommended for funding - Not eligible - Not transportation related</b>										
8203	St. Louis City	Bi-State Development/Metro	Tom Sawyer Engine Repower - Replace Propulsion System	-	-	-	\$750,304	\$937,881	-	\$48,849,130
8200	St. Louis City	Bi-State Development/Metro	Becky Thatcher Engine Repower - Replace Propulsion System	-	-	-	\$597,093	\$746,366	-	\$49,446,223

Attachment D – Summary of Public Comments

<b>Ballwin – Claymont Drive, Phase 1</b>
<b>Comments in Support (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This road is a main road to get from Clayton to Baxter. It needs repair, alot of traffic uses it on a daily basis instead of using the intersection of clayton and baxter. Please repave it!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Ballwin does a great job on maintenace of their roads. Please support them!</p>
<b>Crystal City – Bailey Road</b>
<b>Comments in Support (6)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> It has several places where the road is failing for a considerable distant and vehicles use the west bound lanes while driving east to avoid driving on the damaged parts. I would like this danger alleviated with the new road surface.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> This project, if approved, will allow for a safe entry and exit into our business district. This project is vital to building a safe environment for our pedestrians and motorist alike.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> The last repair project on this section of road did not last as long as it should have. I live on this street and can attest to how bad it is and how much traffic it gets.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> (left blank)</p>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>What are the key reasons for your position?</b> I grew up in Crystal City and my parents and sister still live there. I visit frequently and can attest to the fact that Bailey Road badly needs a resurfacing. The 2014 product used has not held up.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> (left blank)</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This road was paved in 2014 using a new type of asphalt that has not held up as expected. I hear a lot of complaints about this road from business owners and people who live here, and I would really like to see this repaved.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> This is a heavily traveled road next to a busy intersection with US 61-67, and a very visible part of our community. Improving this section of roadway would benefit both Crystal City and Festus, since most visitors travel this road to get to Festus' historic Main Street area.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This road was paved by using an STP Grant in 2014. MoDot approved a new type of pavement that year BP-1 and it did not hold up at all, the road is completely trashed. Roads that were redone much earlier with a different asphalt mix are in way better shape. I believe this is a very deserving project based on the failing of BP-1 asphalt that MoDot approved for this road.</p>

Attachment D – Summary of Public Comments

<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I will be more than happy to share photos of Bailey road.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>What are the key reasons for your position?</b> This road was paved by using an STP Grant in 2014. MoDot approved a new type of pavement that year "BP-1" and it did not hold up, the road is completely trashed. Roads that were redone much earlier than Bailey Road using the better asphalt mix are in much better shape. I believe this is a very deserving project based on the failing BP-1 asphalt MoDot approved for this project.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I would be happy to pass along some pictures of just how bad the road is, it is teeth rattling .</p>
<p><b>Maryland Heights – Fee Fee Road Greenway</b></p>
<p><b>Comments in Support (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>What are the key reasons for your position?</b> Expanding shared use paths is incredibly important, especially in an area where so many walk or cycle already. With the number of apartments and residences nearby, many walk the sidewalks and greenway for exercise and commuting. Improving these pathways improves safety and encourages people to utilize them.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b>                  (left blank)</p>
<p><b>O'Fallon – Crestview Drive Extension</b></p>
<p><b>Comments in Support (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>What are the key reasons for your position?</b> This project appears to be an important piece to the work that has already been done for the I70 projects at the Hwy K intersection. The hwy k intersection traffic has gotten better with less long delays and this seems to add possible improvements to reducing traffic along Hwy K, and woodlawn ave signals along Veteran mem Pkwy.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b>                  (left blank)</p>



Attachment D – Summary of Public Comments

<b>O'Fallon – Guthrie Bridge</b>
<b>Comments in Support (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> O'Fallon needs to start maintaining the bridges they have so they don't get to a point where major repairs are needed.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> (left blank)</p>
<b>O'Fallon – Hoff Road, Phase 2</b>
<b>Comments in Support (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> The project will help the industrial area that it services. That includes a City owned facility known as the Environmental Services (trash) service. This roadway is narrow and falling apart. It will only get worse with the amount of heavy vehicles that use it for the industrial area.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> (left blank)</p>
<b>O'Fallon – St. Matthew Drive</b>
<b>Comments in Support (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> I drive St. Mathews almost everyday on the way to work and this has got to be the worst road I have ever driven on that wasn't a gravel road. The city needs to fix this as soon as possible. the City already has funding to rebuild Eggering, which is connected to St. Mathews and both are terrible. This roadway is used by more than someone that isn't from O'Fallon would probably realize as its one of the fastest and larger roadways east of main St that people can use to bypass traffic issues on Main St.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> (left blank)</p>
<b>O'Fallon – Tom Ginnever</b>
<b>Comments in Support (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> This project will continue to fill in the region's greenway vision of Great Rivers Greenway. It will support bike and pedestrian use and provide safe alternative facilities to driving. It will connect the Deer Creek Greenway to the Des Peres Greenway and one day to Forest Park.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> (left blank)</p>
<b>St. Peters – Jungermann Rd, Phase 1</b>
<b>Comments in Support (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>What are the key reasons for your position?</b> Jungermann is a key N/S road in the St. Charles/St. Peters area. Upkeep and improvements are important for traffic flow and pedestrian accessibility.</p>

Attachment D – Summary of Public Comments

<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Improved pedestrian and bicycle accessibility would make it easier to walk or ride to local businesses for errands which will eliminate traffic congestion.</p>
<p><b>St. Peters – Jungermann Rd, Phase 2</b></p>
<p><b>Comments in Support (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>What are the key reasons for your position?</b> Jungermann is a key N/S roadway in St. Charles/St. Peters. Improvements in this area will help reduce congestion and keep infrastructure maintained. In addition, improvements to sidewalks will help promote walkability to local businesses.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Improvements to include bicycles would be beneficial for running errands without the need for a car.</p>
<p><b>St. Peters – Mid Rivers Mall Dr</b></p>
<p><b>Comments in Support (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>What are the key reasons for your position?</b> This section of roadway has been deteriorating for years and needs to be repaved. This area handles a heavy traffic load every day due to the businesses along it and repaving would greatly improve the experience of all who drive it.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> (left blank)</p>
<p><b>Wentzville – W. Pearce</b></p>
<p><b>Comments in Support (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>What are the key reasons for your position?</b> Improvements to this intersection are needed to help wentzville continue to improve their downtown areas and vehicle movements through this area.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> (left blank)</p>

**FISCAL YEARS 2024-2027**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS**

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8016-26 New	FRANKLIN COUNTY RED OAK RD BRIDGE OVER CLATES CREEK BRIDGE REPLACEMENT LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Replace Bridge(s)	PE ROW IMPL	\$129,490 \$25,000 \$1,093,194	\$129,490 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$1,093,194	\$0 \$0 \$0
			Federal: \$796,862 State: \$0 Local: \$450,822	TOTAL	\$1,247,684	\$129,490	\$25,000	\$1,093,194	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,247,684					
8017-26 New	FRANKLIN COUNTY ST. JOHN'S CREEK RD LOW WATER XING OVER ST. JOHN'S CREEK REPLACING LOW WATER CROSSING WITH A NEW BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Bridge(s)	PE ROW IMPL	\$192,150 \$25,000 \$2,065,617	\$192,150 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$2,065,617	\$0 \$0 \$0
			Federal: \$1,537,204 State: \$0 Local: \$745,563	TOTAL	\$2,282,767	\$192,150	\$25,000	\$2,065,617	\$0
				ESTIMATED TOTAL PROJECT COST: \$2,282,767					
8065-25 New	UNION DENMARK RD, PHASE 4 PRAIRIE DELL RD TO PROGRESS PKWY RESURFACING - ROUNDABOUT - SIDEWALK (5 FT) LENGTH (mi): 0.4 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Preservation	STP-S	Resurfacing Intersection Improvement Sidewalks	PE ROW IMPL	\$89,495 \$0 \$821,858	\$0 \$0 \$0	\$89,495 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$821,858
			Federal: \$729,082 State: \$0 Local: \$182,271	TOTAL	\$911,353	\$0	\$89,495	\$0	\$821,858
				ESTIMATED TOTAL PROJECT COST: \$911,353					
8220-24 New	WASHINGTON MO 100 AT INTERNATIONAL DR/RABBIT TRAIL INTERSECTION RECONST - RIGHT TURN LN - SIDEWALK (6') LENGTH (mi): 0.11 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Right-turn lanes Sidewalks	PE ROW IMPL	\$280,080 \$250,000 \$1,803,920	\$280,080 \$0 \$0	\$0 \$250,000 \$0	\$0 \$0 \$1,803,920	\$0 \$0 \$0
			Federal: \$1,867,200 State: \$0 Local: \$466,800	TOTAL	\$2,334,000	\$280,080	\$250,000	\$1,803,920	\$0
				ESTIMATED TOTAL PROJECT COST: \$2,334,000					
8067-24 New	WASHINGTON THIRD ST HIGH ST TO JEFFERSON ST OVERLAY - SIDEWALK UPGRADES (5 FT) - CURB RAMPS LENGTH (mi): 0.75 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks	PE ROW IMPL	\$219,342 \$25,000 \$2,332,851	\$219,342 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,332,851
			Federal: \$2,061,754 State: \$0 Local: \$515,439	TOTAL	\$2,577,193	\$219,342	\$25,000	\$0	\$2,332,851
				ESTIMATED TOTAL PROJECT COST: \$2,577,193					

FISCAL YEARS 2024-2027  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8010-26 New	DE SOTO DE WITT ST BRIDGE OVER TANYARD BRANCH CREEK BRIDGE REPLACEMENT - SIDEWALK (6 FT) LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Replace Bridge(s) Sidewalks	PE ROW IMPL	\$89,869 \$0 \$763,352	\$89,869 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$763,352	\$0 \$0 \$0
			Federal: \$553,166 State: \$0 Local: \$300,055	TOTAL	\$853,221	\$89,869	\$0	\$763,352	\$0
				ESTIMATED TOTAL PROJECT COST: \$853,221					
8020-26 New	JEFFERSON COUNTY OLD LEMAY FERRY ROAD - 2027 420' S/O EAST ROCK CREEK RD TO 630' N/O SECKMAN RD OVERLAY - SHOULDERS (4') LENGTH (mi): 0.67 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Resurfacing Roadway Shoulders	PE ROW IMPL	\$0 \$155,056 \$2,484,944	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$155,056 \$0	\$0 \$0 \$2,484,944
			Federal: \$1,848,000 State: \$0 Local: \$792,000	TOTAL	\$2,640,000	\$0	\$0	\$155,056	\$2,484,944
				ESTIMATED TOTAL PROJECT COST: \$2,640,000					
8021-26 New	JEFFERSON COUNTY ROMAINE CREEK ROAD SALINE RD TO CALEB CROSSING OVERLAY - SHOULDERS (4') LENGTH (mi): 0.9 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Resurfacing Roadway Shoulders	PE ROW IMPL	\$0 \$220,000 \$2,080,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$220,000 \$0	\$0 \$0 \$2,080,000
			Federal: \$1,840,000 State: \$0 Local: \$460,000	TOTAL	\$2,300,000	\$0	\$0	\$220,000	\$2,080,000
				ESTIMATED TOTAL PROJECT COST: \$2,300,000					

FISCAL YEARS 2024-2027  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8201-26 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2026 (A) REPLACE 10 BUSES	CRP	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,382,730	\$0	\$0	\$5,382,730	\$0
	LENGTH (mi): 0		Federal:	\$4,306,184	TOTAL	\$5,382,730	\$0	\$0	\$5,382,730
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$5,382,730				
	PROJ PURPOSE: Congestion		Local:	\$1,076,546					
8202-26 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2026 (B) REPLACE 10 BUSES	CRP	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,382,730	\$0	\$0	\$5,382,730	\$0
	LENGTH (mi): 0		Federal:	\$4,306,184	TOTAL	\$5,382,730	\$0	\$0	\$5,382,730
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$5,382,730				
	PROJ PURPOSE: Congestion		Local:	\$1,076,546					
8001-27 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2027 (A) REPLACE 9 VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,610,324	\$0	\$0	\$0	\$1,610,324
	LENGTH (mi): 0		Federal:	\$1,288,259	TOTAL	\$1,610,324	\$0	\$0	\$1,610,324
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,610,324				
	PROJ PURPOSE: Preservation		Local:	\$322,065					
8002-27 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2027 (B) REPLACE 9 VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,610,324	\$0	\$0	\$0	\$1,610,324
	LENGTH (mi): 0		Federal:	\$1,288,259	TOTAL	\$1,610,324	\$0	\$0	\$1,610,324
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,610,324				
	PROJ PURPOSE: Preservation		Local:	\$322,065					
8205-26 New	JEFFERSON COUNTY PORT AUTHORITY MARINE VESSEL ENGINE REPOWER - 2026 REPOWER TWO TOWBOATS SERVING MISSISSIPPI & MISSOURI RIVER IN NON ATTAINMENT AREA	CMAQ	Miscellaneous	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$4,198,580	\$0	\$0	\$4,198,580	\$0
	LENGTH (mi): 0		Federal:	\$2,099,290	TOTAL	\$4,198,580	\$0	\$0	\$4,198,580
	AIR QUALITY STAT: Not Regionally Significant		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$4,198,580				
	PROJ PURPOSE: Goods Movement		Local:	\$2,099,290					

FISCAL YEARS 2024-2027  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8208-24	MODOT	CRP	Misc traffic control items/ITS	PE	\$364,998	\$364,998	\$0	\$0	\$0
New	TRAFFIC MONITORING CAMERAS			ROW	\$0	\$0	\$0	\$0	\$0
	ADD 155 CCTV CAMERAS TO COVER GAPS IN EXISTING CAMERA NETWORK- CONNECT TO TRANSPORTATION MANAGEMENT CENTER			IMPL	\$4,124,482	\$0	\$0	\$4,124,482	\$0
	LENGTH (mi): 0		Federal: \$3,591,585	TOTAL	\$4,489,480	\$364,998	\$0	\$4,124,482	\$0
	AIR QUALITY STAT: Not Regionally Significant		State: \$897,895						
	PROJ PURPOSE: Congestion		Local: \$0						
					ESTIMATED TOTAL PROJECT COST: \$4,489,480				

FISCAL YEARS 2024-2027  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: MULTI-STATE

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8206-24 New	MADISON COUNTY TRANSIT DISTRICT RIDEFINDERS MARKETING & OUTREACH - 2024 - MO INCREASE AWARENESS, INTEREST, AND PARTICIPATION IN RIDEFINDERS BY EMPLOYERS AND COMMUTERS LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Education/Marketing Program	PE ROW IMPL	\$0 \$0 \$1,600,000	\$0 \$0 \$1,600,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$1,600,000 State: \$0 Local: \$0	TOTAL	\$1,600,000	\$1,600,000	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,600,000					
8207-24 New	MADISON COUNTY TRANSIT DISTRICT RIDEFINDERS VANPOOL FLEET ACQUISITION - 2024 - MO VAN REPLACEMENT - 4 TOTAL COST SPLIT B/W IL CMAQ (\$25 K IL) LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$103,200	\$0 \$0 \$103,200	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$103,200 State: \$0 Local: \$0	TOTAL	\$103,200	\$103,200	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$103,200					

FISCAL YEARS 2024-2027  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8008-27 New	DARDENNE PRAIRIE POST ROAD POST VALLEY DR TO TECHNOLOGY DR - REALIGN AT TECH. OVERLAY - BI-DIR TURN LANE - CURB/GUTTER - SUP (10') LENGTH (mi): 0.4 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Resurfacing Bi-directional Left-turn Ln. Bicycle Facilities Federal: \$1,300,000 State: \$0 Local: \$1,187,724	PE ROW IMPL TOTAL	\$225,364 \$180,000 \$2,082,360 \$2,487,724	\$0 \$0 \$0 \$0	\$225,364 \$0 \$0 \$225,364	\$0 \$180,000 \$0 \$180,000	\$0 \$0 \$2,082,360 \$2,082,360
					ESTIMATED TOTAL PROJECT COST: \$2,487,724				
8023-24 New	LAKE SAINT LOUIS LAKE SAINT LOUIS BLVD, PHASE 2 200' S/O S HAWKRIDGE CROSSING TO 150' N/O HAWKRIDGE TRAIL TWTL - SUP (10 FT) - SIDEWALK (6 FT) - RECONSTRUCT LENGTH (mi): 0.36 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Bi-directional Left-turn Ln. Bicycle Facilities Roadway Reconstruction Federal: \$2,299,647 State: \$0 Local: \$1,005,000	PE ROW IMPL TOTAL	\$250,000 \$75,000 \$2,979,647 \$3,304,647	\$250,000 \$0 \$0 \$250,000	\$0 \$75,000 \$0 \$75,000	\$0 \$0 \$0 \$0	\$0 \$0 \$2,979,647 \$2,979,647
					ESTIMATED TOTAL PROJECT COST: \$3,304,647				
8028-24 New	O'FALLON HOFF ROAD, PHASE 2 PROGRESS WEST LN TO CITY LIMITS (0.1 MI. E/O KEMMAR CT) RECONSTRUCT - SHARED USE PATH (10 FT) - REALIGN INT. LENGTH (mi): 0.8 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Bicycle Facilities Intersection Improvement Federal: \$1,914,300 State: \$0 Local: \$1,914,300	PE ROW IMPL TOTAL	\$300,000 \$200,000 \$3,328,600 \$3,828,600	\$300,000 \$0 \$0 \$300,000	\$0 \$200,000 \$0 \$200,000	\$0 \$0 \$0 \$0	\$0 \$0 \$3,328,600 \$3,328,600
					ESTIMATED TOTAL PROJECT COST: \$3,828,600				
8212-24 New	O'FALLON TOM GINNEVER AT N. COOL SPRINGS RD ROUNDAABOUT - SHARED USE PATH (10 FT) LENGTH (mi): 0.25 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Bicycle Facilities Pedestrian Facility Federal: \$986,700 State: \$0 Local: \$531,300	PE ROW IMPL TOTAL	\$132,000 \$100,000 \$1,286,000 \$1,518,000	\$132,000 \$0 \$0 \$132,000	\$0 \$100,000 \$0 \$100,000	\$0 \$0 \$1,286,000 \$1,286,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,518,000				
8033-24 New	ST. CHARLES FOX HILL RD 490' S/O BOSCHERTOWN RD TO N RANDOLPH ST RESURFACING - SIDEWALK (5 FT) LENGTH (mi): 0.41 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Federal: \$800,000 State: \$0 Local: \$200,000	PE ROW IMPL TOTAL	\$100,000 \$60,000 \$840,000 \$1,000,000	\$100,000 \$0 \$0 \$100,000	\$0 \$60,000 \$0 \$60,000	\$0 \$0 \$0 \$0	\$0 \$0 \$840,000 \$840,000
					ESTIMATED TOTAL PROJECT COST: \$1,000,000				



**FISCAL YEARS 2024-2027**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS**

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8214-24 New	ST. CHARLES COUNTY COUNTY WIDE AUTOMATED TRAF. SIGNAL PERF. MEASURES SIGNAL OPTIMIZATION AND UPGRAD SIGNAL CONTROL SYSTEMS ALONG VARIOUS ROUTES LENGTH (mi): 0 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Traffic Signals	PE ROW IMPL	\$328,440 \$0 \$2,310,028	\$328,440 \$0 \$0	\$0 \$0 \$2,310,028	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$2,110,774 State: \$0 Local: \$527,694	TOTAL	\$2,638,468	\$328,440	\$2,310,028	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$2,638,468					
8037-25 New	ST. CHARLES COUNTY DIETRICH RD BRIDGE OVER TRIB. OF MCCOY RIVER BRIDGE REPLACEMENT LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Replace Bridge(s)	PE ROW IMPL	\$100,000 \$30,000 \$610,000	\$100,000 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$0	\$0 \$0 \$610,000
			Federal: \$512,000 State: \$0 Local: \$228,000	TOTAL	\$740,000	\$100,000	\$30,000	\$0	\$610,000
				ESTIMATED TOTAL PROJECT COST: \$740,000					
8038-25 New	ST. CHARLES COUNTY HOWELL RD BRIDGE OVER FEMME OSAGE CREEK BRIDGE REPLACEMENT LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Replace Bridge(s)	PE ROW IMPL	\$100,000 \$30,000 \$660,000	\$100,000 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$0	\$0 \$0 \$660,000
			Federal: \$552,000 State: \$0 Local: \$238,000	TOTAL	\$790,000	\$100,000	\$30,000	\$0	\$660,000
				ESTIMATED TOTAL PROJECT COST: \$790,000					
8215-26 New	ST. CHARLES COUNTY I-70 NORTH OUTER ROAD ZUMBEHL RD WB OFF RAMP TO MO 94 ON RAMP OUTER ROAD - INTERCHANGE RECONFIGURATION LENGTH (mi): 1.2 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Interchange Revision	PE ROW IMPL	\$0 \$300,000 \$12,900,000	\$0 \$300,000 \$0	\$0 \$0 \$0	\$0 \$0 \$12,900,000	\$0 \$0 \$0
			Federal: \$3,000,000 State: \$0 Local: \$10,200,000	TOTAL	\$13,200,000	\$300,000	\$0	\$12,900,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$14,300,000					
8040-25 New	ST. CHARLES COUNTY JOSEPHVILLE RD BRIDGE OVER TRIBUTARY OF CUIVRE RIVER BRIDGE REPLACEMENT LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s)	PE ROW IMPL	\$0 \$30,000 \$610,000	\$0 \$30,000 \$0	\$0 \$0 \$0	\$0 \$0 \$610,000	\$0 \$0 \$0
			Federal: \$512,000 State: \$0 Local: \$128,000	TOTAL	\$640,000	\$30,000	\$0	\$610,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$740,000					

**FISCAL YEARS 2024-2027**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS**

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8041-27 New	ST. CHARLES COUNTY JOSEPHVILLE RD, PHASE 2 S/O KERSTING RD TO 0.92 MILES N/O MO A RESURFACING - SHOULDERS (4 FT) LENGTH (mi): 0.85 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Roadway Shoulders	PE ROW IMPL	\$300,000 \$125,000 \$2,815,000	\$300,000 \$0 \$0	\$0 \$125,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,815,000
			Federal: \$1,300,000 State: \$0 Local: \$1,940,000	TOTAL	\$3,240,000	\$300,000	\$125,000	\$0	\$2,815,000
				ESTIMATED TOTAL PROJECT COST: \$3,240,000					
8216-24 New	ST. CHARLES COUNTY MO N AT HOPEWELL/DUELLO RD NEW TRAFFIC SIGNAL - SHARED USE PATH (10') LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$200,000 \$0 \$678,800	\$200,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$678,800	\$0 \$0 \$0
			Federal: \$703,040 State: \$0 Local: \$175,760	TOTAL	\$878,800	\$200,000	\$0	\$678,800	\$0
				ESTIMATED TOTAL PROJECT COST: \$878,800					
8042-26 New	ST. CHARLES COUNTY SOUTH POINT PRAIRIE RD 0.4 MILES N/O JACKSON RD TO 0.1 MILES N/O MO N RESURFACING - SHOULDERS (6 FT) LENGTH (mi): 1.05 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Roadway Shoulders	PE ROW IMPL	\$0 \$300,000 \$3,735,000	\$0 \$300,000 \$0	\$0 \$0 \$0	\$0 \$0 \$3,735,000	\$0 \$0 \$0
			Federal: \$1,300,000 State: \$0 Local: \$2,735,000	TOTAL	\$4,035,000	\$300,000	\$0	\$3,735,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$4,410,000					
8057-24 New	ST. PAUL ST. PAUL RD BRIDGE OVER TRIB. TO PERUQUE CREEK REPLACE BRIDGE - SIDEWALK (6 FT) LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Bridge(s) Sidewalks	PE ROW IMPL	\$125,000 \$30,000 \$879,055	\$125,000 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$0	\$0 \$0 \$879,055
			Federal: \$827,244 State: \$0 Local: \$206,811	TOTAL	\$1,034,055	\$125,000	\$30,000	\$0	\$879,055
				ESTIMATED TOTAL PROJECT COST: \$1,034,055					
8059-24 New	ST. PETERS JUNGERMANN RD, PHASE 2 MCCLAY RD TO MODOT ROW AT MO 364 RESURFACING - SIDEWALK UPGRADES (6') - CURB/GUTTER LENGTH (mi): 0.72 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Roadway - Curb & Gutter	PE ROW IMPL	\$369,134 \$19,000 \$2,788,366	\$369,134 \$0 \$0	\$0 \$19,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,788,366
			Federal: \$2,541,200 State: \$0 Local: \$635,300	TOTAL	\$3,176,500	\$369,134	\$19,000	\$0	\$2,788,366
				ESTIMATED TOTAL PROJECT COST: \$3,176,500					

**FISCAL YEARS 2024-2027**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS**

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8003-24 New	CHARLACK LACKLAND RD BRIDGE EAST OF I-170 BRIDGE DECK REPLACEMENT LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	New Bridge Deck	PE ROW IMPL	\$55,000 \$10,000 \$683,920	\$55,000 \$0 \$0	\$0 \$10,000 \$0	\$0 \$0 \$0	\$0 \$0 \$683,920
			Federal: \$599,136 State: \$0 Local: \$149,784	TOTAL	\$748,920	\$55,000	\$10,000	\$0	\$683,920
				ESTIMATED TOTAL PROJECT COST: \$748,920					
8005-25 New	CREVE COEUR NEW BALLAS RD, PHASE 2 100 FT S/O LADUE RD TO 100 FT N/O CONWAY RD RESURFACING - SIDEWALKS (5 FT) - CURB RAMPS LENGTH (mi): 0.93 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks	PE ROW IMPL	\$150,000 \$50,000 \$1,275,000	\$150,000 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,275,000
			Federal: \$1,060,000 State: \$0 Local: \$415,000	TOTAL	\$1,475,000	\$150,000	\$50,000	\$0	\$1,275,000
				ESTIMATED TOTAL PROJECT COST: \$1,475,000					
8204-26 New	DES PERES DES PERES ROAD AT OLD DES PERES RD ROUNDAABOUT LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement	PE ROW IMPL	\$0 \$0 \$2,764,189	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$2,764,189	\$0 \$0 \$0
			Federal: \$2,211,351 State: \$0 Local: \$552,838	TOTAL	\$2,764,189	\$0	\$0	\$2,764,189	\$0
				ESTIMATED TOTAL PROJECT COST: \$2,764,189					
8009-24 New	DES PERES DES PERES ROAD OLD DES PERES RD TO DOUGHERTY FERRY RD RESURFACING - SIDEWALK UPGRADES (5 FT) LENGTH (mi): 1.25 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks	PE ROW IMPL	\$229,155 \$30,000 \$2,138,777	\$229,155 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,138,777
			Federal: \$1,918,346 State: \$0 Local: \$479,586	TOTAL	\$2,397,932	\$229,155	\$30,000	\$0	\$2,138,777
				ESTIMATED TOTAL PROJECT COST: \$2,397,932					
8011-24 New	ELLISVILLE PIERSIDE LANE OLD STATE RD TO KIEFER CREEK RD RESURFACING - TWO-WAY BIKE LANE (8 FT) - CURB RAMPS LENGTH (mi): 0.72 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$109,800 \$0 \$790,680	\$109,800 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$790,680	\$0 \$0 \$0
			Federal: \$720,384 State: \$0 Local: \$180,096	TOTAL	\$900,480	\$109,800	\$0	\$790,680	\$0
				ESTIMATED TOTAL PROJECT COST: \$900,480					

**FISCAL YEARS 2024-2027**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS**

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8015-24 New	FLORISSANT ST. CATHERINE STREET NORTH NEW FLORISSANT ROAD TO WATERFORD DR RESURFACING - SUP (10') - SIDEWALK UPGRADE (5') - CURB RAMPS LENGTH (mi): 1.15 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities Sidewalks	PE ROW IMPL	\$196,943 \$150,000 \$1,733,094	\$196,943 \$0 \$0	\$0 \$150,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,733,094
			Federal: \$1,664,029 State: \$0 Local: \$416,008	TOTAL	\$2,080,037	\$196,943	\$150,000	\$0	\$1,733,094
				ESTIMATED TOTAL PROJECT COST: \$2,080,037					
8018-26 New	FRONTENAC SPOEDE RD BRIDGE OVER DEER CREEK BRIDGE REPLACEMENT - SIDEWALK UPGRADE (6 FT) LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Sidewalks	PE ROW IMPL	\$0 \$0 \$1,509,450	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,509,450	\$0 \$0 \$0
			Federal: \$1,207,560 State: \$0 Local: \$301,890	TOTAL	\$1,509,450	\$0	\$0	\$1,509,450	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,509,450					
8022-24 New	KIRKWOOD GRANT'S TRAIL, PHASE 1B FILLMORE & MONROE TO LEFFINGWELL AVE - SUP (10 FT) CLINTON-LEFFINGWELL-SCOTT-WOODLAWN - TRAFFIC CALMING LENGTH (mi): 0.21 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Bicycle Facilities Pedestrian Facility Traffic Calming/Access Mgt	PE ROW IMPL	\$180,000 \$275,000 \$1,276,310	\$180,000 \$0 \$0	\$0 \$275,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,276,310
			Federal: \$1,385,048 State: \$0 Local: \$346,262	TOTAL	\$1,731,310	\$180,000	\$275,000	\$0	\$1,276,310
				ESTIMATED TOTAL PROJECT COST: \$1,731,310					
8025-24 New	NORTHWOODS NATURAL BRIDGE (MO 115) PED LIGHTING LUCAS AND HUNT RD TO AVONDALE RD PEDESTRIAN LIGHTING LENGTH (mi): 0.6 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Lighting	PE ROW IMPL	\$30,000 \$25,000 \$160,000	\$30,000 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$0	\$0 \$0 \$160,000
			Federal: \$172,000 State: \$0 Local: \$43,000	TOTAL	\$215,000	\$30,000	\$25,000	\$0	\$160,000
				ESTIMATED TOTAL PROJECT COST: \$215,000					
8031-24 New	SHREWSBURY WEIL AVENUE LACLEDE STATION RD TO WILSHUSEN AVE RESURFACING - SIDEWALK (5') - CURB/GUTTER LENGTH (mi): 0.17 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Roadway - Curb & Gutter	PE ROW IMPL	\$68,366 \$25,000 \$457,199	\$68,366 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$0	\$0 \$0 \$457,199
			Federal: \$440,452 State: \$0 Local: \$110,113	TOTAL	\$550,565	\$68,366	\$25,000	\$0	\$457,199
				ESTIMATED TOTAL PROJECT COST: \$550,565					

**FISCAL YEARS 2024-2027**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS**

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8032-24 New	ST. ANN PEAR TREE LN & COUNTRY LN DOUGLAS CT TO CITY LIMIT RESURFACING - SIDEWALK (4 FT) - CURB RAMPS LENGTH (mi): 0.35 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Pedestrian Facility	PE ROW IMPL	\$80,000 \$30,000 \$733,594	\$80,000 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$0	\$0 \$0 \$733,594
			Federal: \$641,854 State: \$0 Local: \$201,740	TOTAL	\$843,594	\$80,000	\$30,000	\$0	\$733,594
				ESTIMATED TOTAL PROJECT COST: \$843,594					
8047-24 New	ST. LOUIS COUNTY CHAMBERS ROAD - 2027 BELLEFONTAINE RD TO CITY LIMITS E/O GROSVENOR DR RESURFACING - SUP (10') - SIDEWALK UPGRADES (5') LENGTH (mi): 1.32 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities Sidewalks	PE ROW IMPL	\$1,623,300 \$130,100 \$8,684,600	\$1,623,300 \$0 \$0	\$0 \$130,100 \$0	\$0 \$0 \$0	\$0 \$0 \$8,684,600
			Federal: \$6,262,800 State: \$0 Local: \$4,175,200	TOTAL	\$10,438,000	\$1,623,300	\$130,100	\$0	\$8,684,600
				ESTIMATED TOTAL PROJECT COST: \$10,438,000					
8049-24 New	ST. LOUIS COUNTY HOWDERSHELL ROAD - 2027 LYNN HAVEN LN TO UTZ RD RESURFACING - SIDEWALKS (5') - FLASHING YELLOW ARROWS LENGTH (mi): 0.74 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Intersection Improvement	PE ROW IMPL	\$1,427,150 \$64,400 \$6,602,400	\$1,427,150 \$0 \$0	\$0 \$64,400 \$0	\$0 \$0 \$0	\$0 \$0 \$6,602,400
			Federal: \$6,475,160 State: \$0 Local: \$1,618,790	TOTAL	\$8,093,950	\$1,427,150	\$64,400	\$0	\$6,602,400
				ESTIMATED TOTAL PROJECT COST: \$8,093,950					
8051-24 New	ST. LOUIS COUNTY LUCAS & HUNT BRIDGE OVER NORFOLK & SOUTHERN RR -- PRELIM ENG. ONLY REPLACE SOUTHBOUND BRIDGE - SHARED USE PATH (12') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$978,184 \$0 \$0	\$978,184 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$489,092 State: \$0 Local: \$489,092	TOTAL	\$978,184	\$978,184	\$0	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$978,184					
8054-24 New	ST. LOUIS COUNTY SCHUETZ ROAD - 2027 GANDY DR TO LINDBERGH BLVD RESURFACING - SHARED USE PATH (10') - CURB RAMPS LENGTH (mi): 1.16 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$1,622,360 \$456,400 \$8,679,600	\$1,622,360 \$0 \$0	\$0 \$456,400 \$0	\$0 \$0 \$0	\$0 \$0 \$8,679,600
			Federal: \$4,841,262 State: \$0 Local: \$5,917,098	TOTAL	\$10,758,360	\$1,622,360	\$456,400	\$0	\$8,679,600
				ESTIMATED TOTAL PROJECT COST: \$10,758,360					

**FISCAL YEARS 2024-2027**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS**

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8056-24 New	ST. LOUIS COUNTY VERNON AVE - 2027 MIDLAND AVE TO WESTGATE AVE RESURFACING - SHARED USE PATH (10') - LN REDUCTION LENGTH (mi): 1.0 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$1,268,720 \$133,400 \$6,787,600	\$1,268,720 \$0 \$0	\$0 \$133,400 \$0	\$0 \$0 \$0	\$0 \$0 \$6,787,600
			Federal: \$4,504,346 State: \$0 Local: \$3,685,374	TOTAL	\$8,189,720	\$1,268,720	\$133,400	\$0	\$6,787,600
				ESTIMATED TOTAL PROJECT COST: \$8,189,720					
8068-24 New	WEBSTER GROVES ELM AVENUE GLENDALE RD TO WATSON RD (MO 366) RESURFACING - SHARED USE PATH (10') - CURB RAMPS LENGTH (mi): 0.78 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$300,000 \$150,000 \$2,535,000	\$300,000 \$0 \$0	\$0 \$150,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,535,000
			Federal: \$1,999,950 State: \$0 Local: \$985,050	TOTAL	\$2,985,000	\$300,000	\$150,000	\$0	\$2,535,000
				ESTIMATED TOTAL PROJECT COST: \$2,985,000					
8069-25 New	WILDWOOD WILD HORSE CREEK RD BRIDGE OVER TRIBUTARY TO WILD HORSE CREEK REPLACE BRIDGE WITH CULVERT LENGTH (mi): 0.06 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Bridge(s)	PE ROW IMPL	\$0 \$30,000 \$931,700	\$0 \$0 \$0	\$0 \$30,000 \$0	\$0 \$0 \$0	\$0 \$0 \$931,700
			Federal: \$769,360 State: \$0 Local: \$192,340	TOTAL	\$961,700	\$0	\$30,000	\$0	\$931,700
				ESTIMATED TOTAL PROJECT COST: \$961,700					
8070-25 New	WILDWOOD WILD HORSE CREEK RD BRIDGE OVER WILD HORSE CREEK BRIDGE REPLACEMENT LENGTH (mi): 0.14 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Replace Bridge(s)	PE ROW IMPL	\$45,000 \$0 \$2,500,000	\$0 \$0 \$0	\$45,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$2,500,000
			Federal: \$2,036,000 State: \$0 Local: \$509,000	TOTAL	\$2,545,000	\$0	\$45,000	\$0	\$2,500,000
				ESTIMATED TOTAL PROJECT COST: \$2,545,000					

**FISCAL YEARS 2024-2027**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS**

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2024-2027 TOTAL	2024	2025	2026	2027
8217-26 New	ST. LOUIS GRAND AVE/CASS AVE GRAND: NATURAL BRIDGE TO CASS-CASS: GRAND TO SPRING SIGNAL IMPROVEMENTS - 14 NEW TRAFFIC SIGNALS LENGTH (mi): 1.14 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression Traffic Signals	PE ROW IMPL	\$529,000 \$151,000 \$5,670,000	\$529,000 \$0 \$0	\$0 \$151,000 \$0	\$0 \$0 \$5,670,000	\$0 \$0 \$0
			Federal: \$4,536,000 State: \$0 Local: \$1,814,000	TOTAL	\$6,350,000	\$529,000	\$151,000	\$5,670,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$6,350,000					
8043-26 New	ST. LOUIS GRAND AVE/CASS AVE GRAND: NATURAL BRIDGE TO CASS-CASS: GRAND TO SPRING LN REDUCTION - CURB RAMPS - RESURFACE - LIGHTING LENGTH (mi): 1.14 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Resurfacing Lighting Pedestrian Facility	PE ROW IMPL	\$709,000 \$203,000 \$7,595,000	\$709,000 \$0 \$0	\$0 \$203,000 \$0	\$0 \$0 \$7,595,000	\$0 \$0 \$0
			Federal: \$6,076,000 State: \$0 Local: \$2,431,000	TOTAL	\$8,507,000	\$709,000	\$203,000	\$7,595,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$8,507,000					
8044-24 New	ST. LOUIS GRAND DR BRIDGE BRIDGE REPLACEMENT - SHARED USE PATH (14 FT) BUFFERED BIKE LANES (5 FT) LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Replace Bridge(s) Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$730,000 \$0 \$6,500,000	\$730,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$6,500,000
			Federal: \$5,784,000 State: \$0 Local: \$1,446,000	TOTAL	\$7,230,000	\$730,000	\$0	\$0	\$6,500,000
				ESTIMATED TOTAL PROJECT COST: \$7,230,000					
8045-24 New	ST. LOUIS LOUGHBOROUGH AVE BRIDGE BRIDGE REPLACEMENT - SHARED USE PATH (12 FT) SIDEWALK UPGRADES (8 FT) - CURB/GUTTER LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Bicycle Facilities Sidewalks	PE ROW IMPL	\$1,200,000 \$200,000 \$7,600,000	\$1,200,000 \$0 \$0	\$0 \$200,000 \$0	\$0 \$0 \$0	\$0 \$0 \$7,600,000
			Federal: \$7,200,000 State: \$0 Local: \$1,800,000	TOTAL	\$9,000,000	\$1,200,000	\$200,000	\$0	\$7,600,000
				ESTIMATED TOTAL PROJECT COST: \$9,000,000					
8218-24 New	ST. LOUIS TRAFFIC MANAGEMENT ENHANCEMENTS, PHASE 6 DR. MLK DRIVE - HODIAMONT AVE TO GRAND BLVD SIGNAL CONTROL UPGRADES - TRAFFIC CAMERAS - FIBER LENGTH (mi): 3.75 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals	PE ROW IMPL	\$420,000 \$100,000 \$3,210,000	\$420,000 \$0 \$0	\$0 \$100,000 \$0	\$0 \$0 \$3,210,000	\$0 \$0 \$0
			Federal: \$2,984,000 State: \$0 Local: \$746,000	TOTAL	\$3,730,000	\$420,000	\$100,000	\$3,210,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$3,730,000					



**EAST-WEST GATEWAY**  
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

**Chair**

Mark A. Kern  
Chairman, St. Clair County Board

**Vice Chair**

Tishaura Jones  
Mayor  
City of St. Louis

**2nd Vice Chair**

Tim Brinker  
Presiding Commissioner  
Franklin County

**Executive Committee**

Steve Ehlmann  
County Executive, St. Charles County

Dennis Gannon  
County Executive, Jefferson County

Dennis M. Knobloch  
County Board Chairman  
Monroe County

Dr. Sam Page  
County Executive, St. Louis County

Kurt Prenzler  
Chairman  
Madison County Board

**Members**

Darlene Bell  
President  
Municipal League of Metro St. Louis

Honorable Rita Heard Days  
Councilwoman, 1st Council District  
St. Louis County

Robert Eastern III  
Mayor, City of East St. Louis

Mike Elam  
Councilman, District 3  
St. Charles County

Megan Green  
President, Board of Aldermen  
City of St. Louis

Mark Kupsky  
President, Southwestern Illinois  
Council of Mayors

Roy Mosley  
St. Clair County

David Schwind  
Madison County

Herbert Simmons  
President, Southwestern Illinois  
Metropolitan & Regional  
Planning Commission

Seth Speiser  
Vice President, Southwestern Illinois  
Council of Mayors

Donald R. Summers, Jr.  
St. Louis County

Brad Zobrist  
Franklin County

**Regional Citizens**

Barbara Geisman  
C. William Grogan  
John A. Laker  
Ron Williams

**Non-voting Members**

Holly Bieneman  
Illinois Department of Transportation

Vacant  
Illinois Department of Commerce  
and Economic Opportunity

Patrick McKenna  
Missouri Department of Transportation

Taulby Roach  
Bi-State Development

Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

**Memo to:** Transportation Planning Committee

**From:** Staff

**Subject:** 2023 Regional System Reliability Targets

**Date:** April 28, 2023

The Fixing America’s Surface Transportation (FAST) Act was signed into law on December 4, 2015 and guides how project planning and programming is conducted by state departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The FAST Act continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) which establishes a performance-driven, outcome-based planning and programming process. The requirements of the FAST Act were reaffirmed by the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021. A crucial element of the NHPP process is the establishment of performance targets and measures to achieve desired outcomes across the transportation system. These performance targets are intended to ensure state DOTs and MPOs invest resources in transportation projects that make progress toward the achievement of national goals. State DOTs and MPOs are given separate responsibilities for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for pavement and bridge condition.

**System Reliability**

State DOTs and MPOs are required to *establish quantitative targets for the years of 2023 and 2025* for three system reliability performance measures:

- Percent of person miles traveled on the Interstate System that are reliable
- Percent of person miles traveled on the non-Interstate NHS that are reliable
- Truck travel time reliability index

The level of travel time reliability (LOTTR) is defined as the ratio of longer travel times (80th percentile) to a “normal” travel time (50th percentile) for a given roadway segment. The measure is the percentage of person-miles (vehicle miles multiplied by occupancy) traveled on the NHS where this ratio is less than 1.5, which is considered reliable. Roadways are considered reliable when travel time varies little between free-flow and congested times of the day. Using person miles rather than vehicle-miles gives equal weight to all individuals using the roads. This measure is calculated using data from the FHWA’s National Performance Management Research Data Set (NPMRDS).

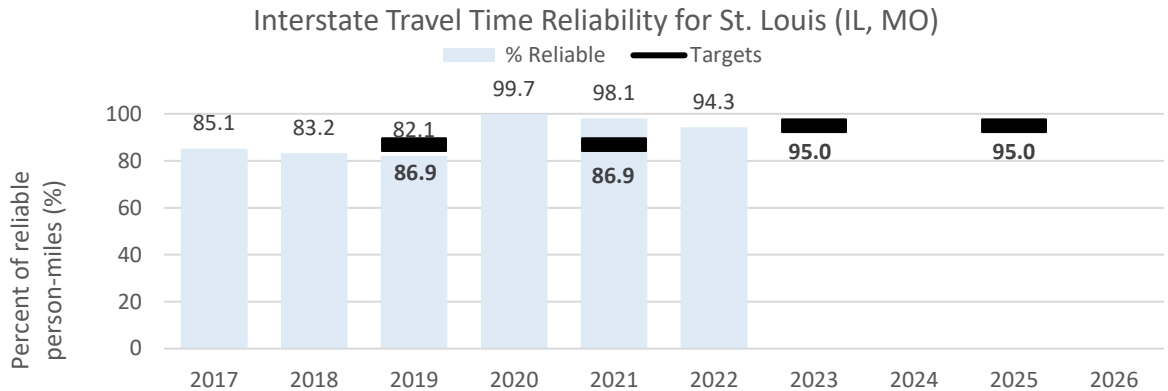
Gateway Tower  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451

314-421-4220  
618-274-2750  
Fax 314-231-6120

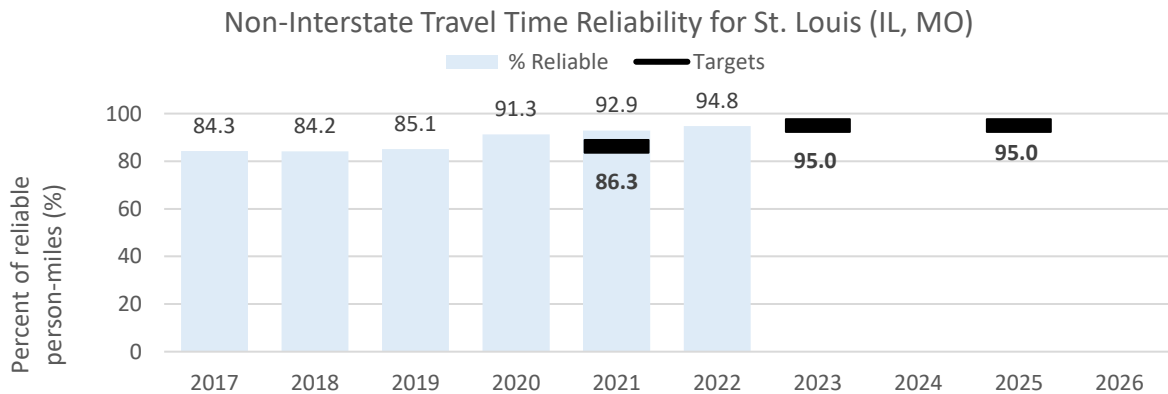
webmaster@ewgateway.org  
www.ewgateway.org



The percentage of reliable person-miles traveled on the interstate did not hit the target of 86.9% in 2019 (82.1%) but surpassed it in 2021 (98.1%), as a result of reduced vehicle miles traveled during the 2020 pandemic and the subsequent increase in remote work. Targets in 2023 and 2025 are established at 95.0%, thus maintaining a high level of reliability on interstates.

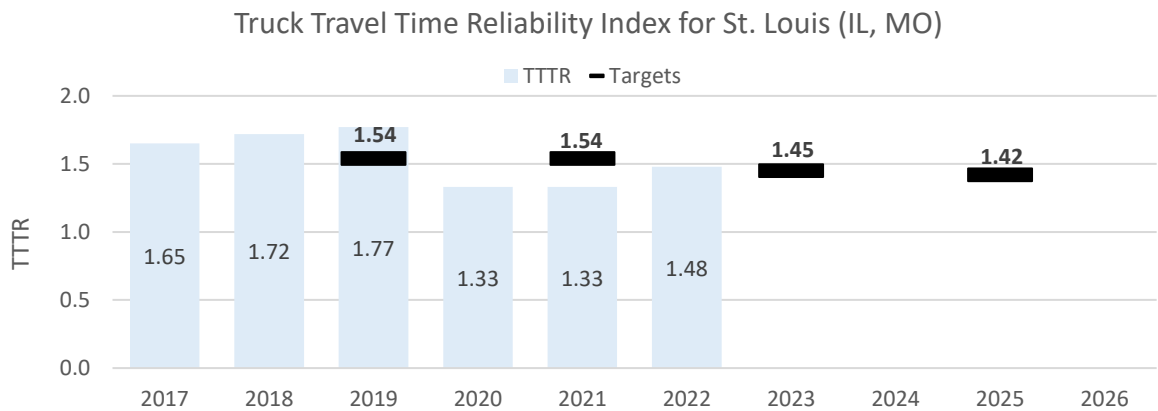


Similarly, the percentage of reliable person-miles traveled on the non-interstate NHS exceeded the projected target of 86.3% in 2021 (92.9%), potentially due to similar factors of reduced VMT during the pandemic and a rise in remote work. Targets in 2023 and 2025 are established at 95.0%, thus maintaining a high level of reliability on non-interstate NHS roadways.



Truck travel time reliability (TTTR) is defined as the ratio of the longer travel times (95th percentile) to a “normal” travel time (50th percentile) for a given segment on the interstate system. Higher values for this measure indicate that interstate travel is more unpredictable for local and national freight companies. This measure is calculated using data from NPMRDS.

Truck travel time reliability (TTTR) index was exceeded the 2019 target of 1.54 (1.77) and was lower than the target of 1.54 in 2021 (1.33). This outcome can be attributed to the effects of the pandemic in 2020, but after 2022, there is uncertainty in how the lasting effects of the pandemic will continue to affect this trend. Future targets are set at 1.45 in 2023 and 1.42 in 2025 to achieve a desire trend of lowering the TTTR to improve freight reliability.



Overall, targets for reliable person-miles traveled on the interstate and non-interstate NHS roadways are established at a stable 95% due to the desire to maintain the high level of reliability on the region’s roadways. Due to the critical importance of the freight industry in the region, a slowly declining target is established for truck travel time reliability.

System Reliability Targets			
Measure	Baseline (2022)	2-Year Target (2023)	4-Year Target (2025)
Percent of reliable person-miles traveled on the Interstate	94.3%	95.0%	95.0%
Percent of reliable person-miles traveled on the non- interstate NHS	94.8%	95.0%	95.0%
Truck travel time reliability index	1.48	1.45	1.42

**Staff Recommendation:** Staff recommends approval of 2023 performance targets for system reliability.



**EAST-WEST GATEWAY**  
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

**Chair**

Mark A. Kern  
Chairman, St. Clair County Board

**Vice Chair**

Tishaura Jones  
Mayor  
City of St. Louis

**2nd Vice Chair**

Tim Brinker  
Presiding Commissioner  
Franklin County

**Executive Committee**

Steve Ehlmann  
County Executive, St. Charles County

Dennis Gannon  
County Executive, Jefferson County

Dennis M. Knobloch  
County Board Chairman  
Monroe County

Dr. Sam Page  
County Executive, St. Louis County

Kurt Prenzler  
Chairman  
Madison County Board

**Members**

Darlene Bell  
President  
Municipal League of Metro St. Louis

Honorable Rita Heard Days  
Councilwoman, 1st Council District  
St. Louis County

Robert Eastern III  
Mayor, City of East St. Louis

Mike Elam  
Councilman, District 3  
St. Charles County

Megan Green  
President, Board of Aldermen  
City of St. Louis

Mark Kupsy  
President, Southwestern Illinois  
Council of Mayors

Roy Mosley  
St. Clair County

David Schwind  
Madison County

Herbert Simmons  
President, Southwestern Illinois  
Metropolitan & Regional  
Planning Commission

Seth Speiser  
Vice President, Southwestern Illinois  
Council of Mayors

Donald R. Summers, Jr.  
St. Louis County

Brad Zobrist  
Franklin County

**Regional Citizens**

Barbara Geisman  
C. William Grogan

John A. Laker

Ron Williams

**Non-voting Members**

Holly Bieneman

Illinois Department of Transportation  
Vacant

Illinois Department of Commerce  
and Economic Opportunity

Patrick McKenna

Missouri Department of Transportation  
Taulby Roach

Bi-State Development

Aaron Willard

Missouri Office of Administration  
**Executive Director**

James M. Wild

**Memo to:** Transportation Planning Committee

**From:** Staff

**Subject:** 2023 Regional Pavement & Bridge Performance Targets

**Date:** April 28, 2023

The Fixing America’s Surface Transportation (FAST) Act was signed into law on December 4, 2015 and guides how project planning and programming is conducted by state departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The FAST Act continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) which establishes a performance-driven, outcome-based planning and programming process. The requirements of the FAST Act were reaffirmed by the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021. A crucial element of the NHPP process is the establishment of performance targets and measures to achieve desired outcomes across the transportation system. These performance targets are intended to ensure state DOTs and MPOs invest resources in transportation projects that make progress toward the achievement of national goals. State DOTs and MPOs are given separate responsibilities for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for pavement and bridge condition.

**Pavement and Bridge Condition**

State DOTs and MPOs are required to *establish quantitative targets for the years of 2023 and 2025* for six pavement and bridge performance measures:

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
- Percentage of pavements on the non-Interstate NHS in poor condition
- Percentage of NHS bridge deck area classified as in good condition
- Percentage of NHS bridge deck area classified as in poor condition

For the pavement measures, five pavement metrics, derived from the Highway Performance Monitoring System (HPMS), are used to assess condition: International Roughness Index (IRI); Cracking Percent; Rutting; Faulting; and a Present Serviceability Rating (PSR) for lower speed roads. The bridge measure assesses the condition of a bridge’s deck, superstructure, substructure, and culverts. Bridge data come from the Federal Highway Administration’s (FHWA) annual National Bridge Inventory (NBI). NBI data is available for all bridges that carry NHS routes and that are over twenty feet in length.

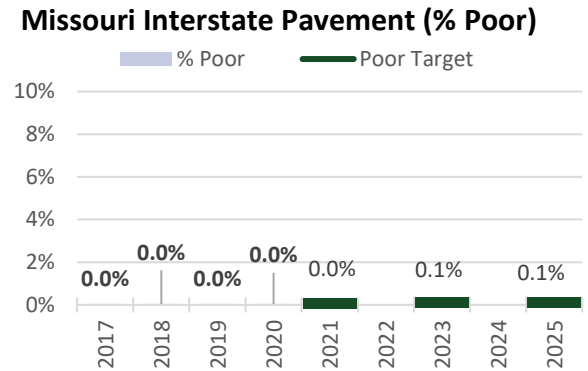
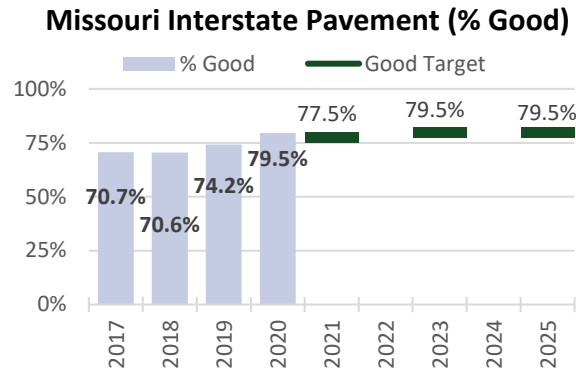
Gateway Tower  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451

314-421-4220  
618-274-2750  
Fax 314-231-6120

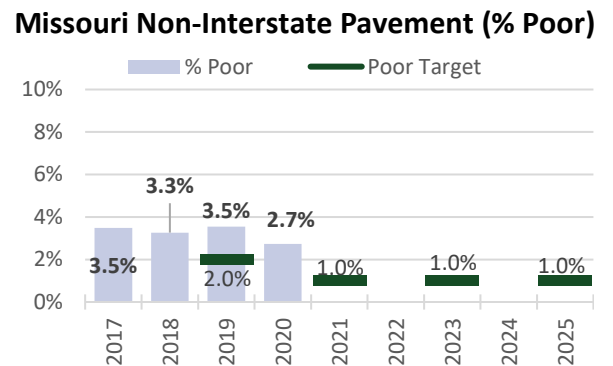
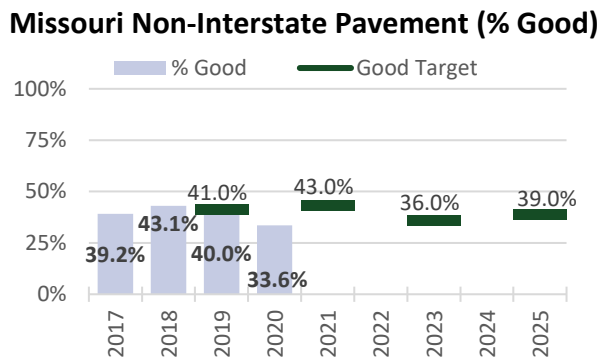
webmaster@ewgateway.org  
www.ewgateway.org

### Missouri Targets (Five-County EWG region)

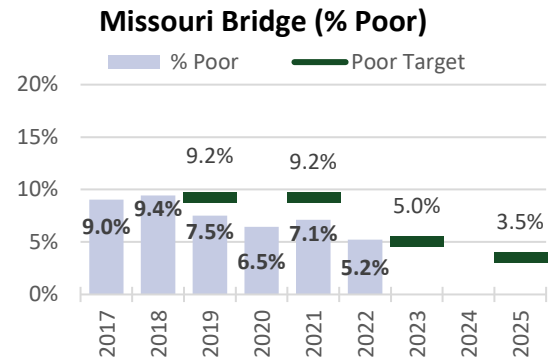
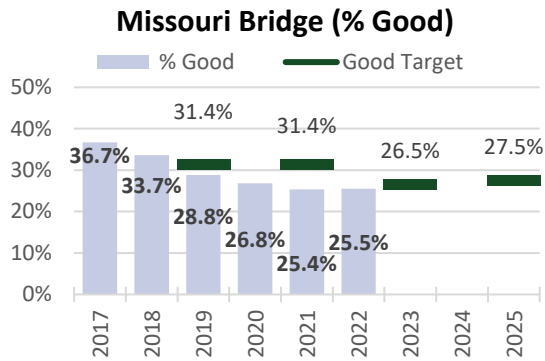
Pavement condition data were not available in 2021 for Missouri at the time of developing this memo, thus we cannot confirm if 2021 targets were met. The state of Missouri highly prioritizes interstate pavement condition and maintains condition at a high level. Thus, future targets are established at a stable level from the 2020 baseline.



For non-interstate pavement, the 2019 percent good target (41.0%) was not met and it is unlikely the 2021 target (43.0%) will be met based on 2020 date. Similarly, the 2019 target for the percent of pavement in poor condition (2.0%) was not met. Future targets are established with the goal of gradually increasing the percent good from the baseline level of 33.6% and decreasing the percent bad from the baseline of 2.7%.

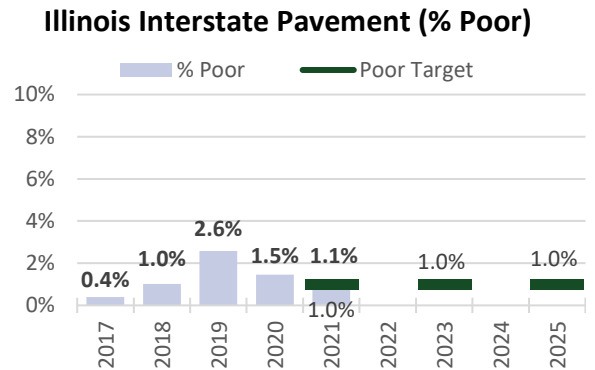
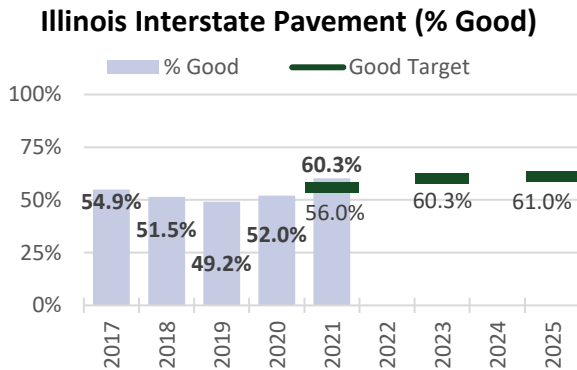


For bridge condition, the percent in good condition has declined from 2017-2021. However, in 2022, there was a slight increase. Due to the overall decline, the 2019 and 2021 targets were not met. Future targets are established with incremental increases from the 2022 baseline of 25.5%. In contrast, Missouri met the targets for the percent of bridges in poor condition in both 2019 and 2021. Targets for 2023 and 2025 are established using a six-year historical trend.



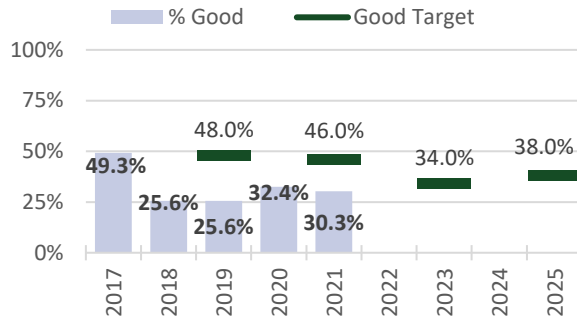
### Illinois Targets (Three-County EWG region)

For interstate pavement in the state of Illinois, the percent in good condition has increased in recent years, even though the 2021 target of 60.3% was not met. Future targets are established using a five-year historical trend. Because the percent of interstate pavement in poor condition is already at a low level (1.0% in 2021), future targets are established to maintain the 2021 baseline.

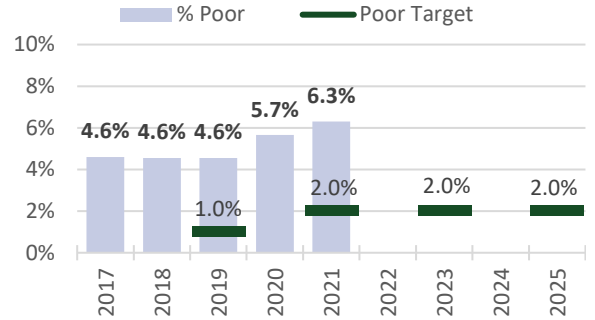


For non-interstate pavement, the percent in good condition has decreased in recent years, and both the 2019 and 2021 targets were not met. Future targets are established using estimates from IDOT with a goal of increasing the percent of pavement in good condition. Similarly, for the percent of non-interstate pavement in poor condition, both the 2019 and 2021 targets were not met. Future targets are established using estimates from IDOT with a goal of decreasing the percent of pavement in poor condition.

**Illinois Non-Interstate Pavement (% Good)**

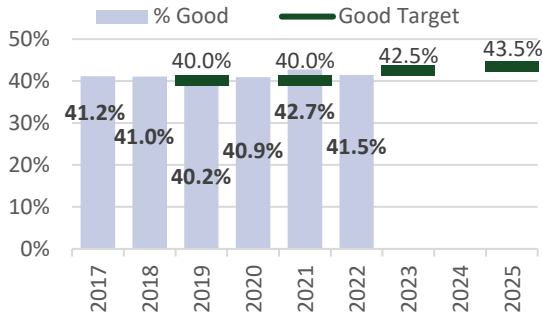


**Illinois Non-Interstate Pavement (% Poor)**

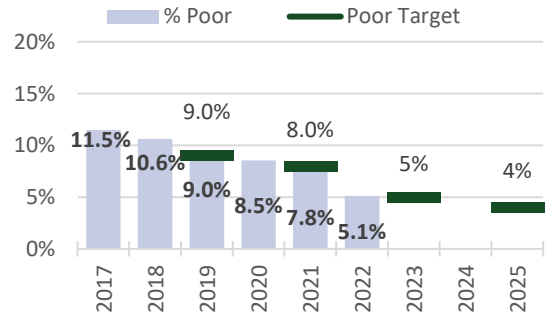


For bridge condition, the percent in good condition has remained mostly stable from 2017-2022. Both the 2019 and 2021 targets were achieved. With the current baseline level at 41.5%, future targets are established using a six-year historical trend. For the percent of bridges in poor condition, Illinois has successfully reduced the percent of bridges in poor condition over the last 6 years while meeting 2019 and 2021 targets. With the current baseline level at 5.1%, future targets are established using a six-year historical trend.

**Illinois Bridge (% Good)**



**Illinois Bridge (% Poor)**



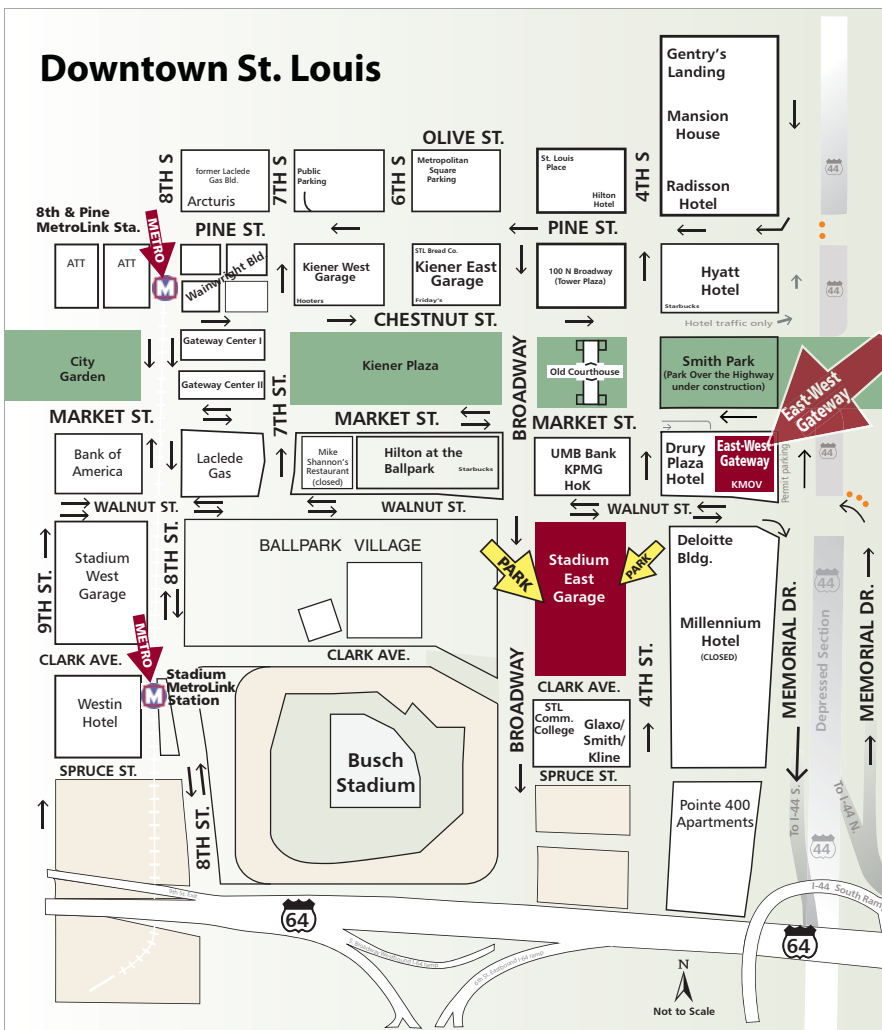
Overall, staff consulted with IDOT and MoDOT on upcoming levels of investment and priorities in preservation and looked at historical trends to establish 2023 and 2025 targets for bridge and pavement condition.

<b>Bridge and Pavement Targets - Missouri</b>			
<b>Measure</b>	<b>Baseline</b> 2020 pave 2022 bridge	<b>2-Year</b> <b>Target</b> 2023	<b>4-Year</b> <b>Target</b> 2025
Percent of pavements on the Interstate System in good condition	79.5%	79.5%	79.5%
Percent of pavements on the Interstate System in poor condition	0.0%	0.1%	0.1%
Percent of pavements on the non-Interstate NHS in good condition	33.6%	36.0%	39.0%
Percent of pavements on the non-Interstate NHS in poor condition	2.7%	1.0%	1.0%
Percent of NHS bridge deck area classified as in good condition	25.5%	26.5%	27.5%
Percent of NHS bridge deck area classified as in poor condition	5.2%	5.0%	3.5%

<b>Bridge and Pavement Targets - Illinois</b>			
<b>Measure</b>	<b>Baseline</b> 2021 pave 2022 bridge	<b>2-Year</b> <b>Target</b> 2023	<b>4-Year</b> <b>Target</b> 2025
Percent of pavements on the Interstate System in good condition	60.3%	60.3%	61.0%
Percent of pavements on the Interstate System in poor condition	1.1%	1.0%	1.0%
Percent of pavements on the non-Interstate NHS in good condition	30.3%	34.0%	38.0%
Percent of pavements on the non-Interstate NHS in poor condition	6.3%	2.0%	2.0%
Percent of NHS bridge deck area classified as in good condition	41.5%	42.5%	43.5%
Percent of NHS bridge deck area classified as in poor condition	5.1%	5.0%	4.0%

**Staff Recommendation:** Staff recommends approval of 2023 performance targets for system reliability.

## Downtown St. Louis



## EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Gateway Tower  
One Memorial Dr., Ste. 1600  
St. Louis, MO 63102

314-421-4220 or 618-274-2750

## General Directions from Missouri to parking garages

### From I-70

Exit at the new Tucker exit into downtown. Continue south on Tucker to Walnut St., turn left on Walnut to Broadway. Make a right on Broadway to the Stadium East Garage entrance on the left.

### From I-64

Exit at 6th St., left on Gratiot, left on 4th St, north four blocks to Stadium East Garage on left.

### From I-44

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

### From I-55

Merge to I-44 and continue on I-44 toward downtown. Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

## General Directions from Illinois to parking garage

### From I-64/55 (Poplar St. Bridge)

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

### From Martin Luther King Bridge

On I-64, merge onto the MLK bridge ramp. On MO side, stay to the right, which is 3rd St. Turn left on Cole St., then left on Broadway. Continue on Broadway about ten blocks to Stadium East garage on the left.

### From Eads Bridge

Exit I-64 at 3rd St. in East St. Louis. Follow the Casino Queen signs toward the riverfront to the ramps up to the bridge. On St. Louis side, continue west to Broadway. Turn left on Broadway for seven blocks to Stadium East Garage on left.