



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

MEMORANDUM

TO: Missouri Transportation Planning Committee
FROM: East-West Gateway Staff
DATE: Thursday, April 25, 2024
SUBJECT: Wednesday, May 1, 2024 meeting

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Wednesday, May 1, 2024 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. MoDOT Arterial Study – Paul Hubbman, EWG
3. LPA Project Delivery – Rachael Pawlak, EWG
4. Inflationary Adjustment for LPA Projects – Jason Lange, EWG
5. Safe Streets & Roads 4 All Update, Anna Musial, EWG
6. FY 2025-2028 TIP – Local program project recommendations – STP-S, BRO/BFP, CRP, and CMAQ – Alex Hartig, EWG – **ACTION**

ITEM

7. FY 2024 Reasonable Progress – Jason Lange, EWG
8. Other Business
 - Next meeting scheduled for:
 - o Wednesday, June 5, 2024 at 2 PM

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City of St. Louis

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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 25, 2024
Subject: FY 2025-2028 Transportation Improvement Program (TIP) – Missouri Local Program

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Project Solicitation

East-West Gateway Council of Governments (EWG) announced a call for project applications for federal funding through the Off-System Bridge Program/Bridge Formula Program (BRO/BFP), Surface Transportation Block Grant Program - Suballocated (STP-S), Carbon Reduction Program (CRP), and Congestion Mitigation and Air Quality Improvement (CMAQ) Program on November 3. There were two Project Development Workshops which took place on November 8 (virtual) and November 13 (in-person). These workshops included presentations on the project application process and requirements to complete project applications. EWG hosted four 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 8 when project applications were due.

Surface Transportation Block Grant Program - Suballocated

Submitted Projects

In the Missouri portion of the region, 60 project applications, representing approximately \$123.8 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 2025-2028 TIP – Missouri Local Program – Submitted STP-S Applications				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	6	\$10,476,905	\$7,496,512	6.1%
Jefferson	13	\$21,447,420	\$14,820,709	12.0%
Multi-County	2	\$2,648,340	\$2,118,672	1.7%
St. Charles	19	\$62,765,270	\$46,234,084	37.3%
St. Louis	19	\$55,998,060	\$37,411,113	30.2%
St. Louis City	1	\$19,700,000	\$15,760,000	12.7%
Total	60	\$173,035,995	\$123,841,090	100%

Available Funding

In November, the initial estimate for STP-S funding was \$65 million. Two STP-S projects that were approved in prior years released funding which brings the amount available to program in STP-S funds to approximately \$67 million in this application cycle.

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.

Table B – FY 2025-2028 TIP – Missouri Local Program – Submitted STP-S Projects by Application Type			
Application Type	# of Projects	Total Cost	Federal Cost
Active Transportation	3	\$13,405,900	\$10,644,720
Bridge	4	\$5,627,412	\$4,501,929
Freight/Economic Development	1	\$2,016,230	\$833,115
Road	47	\$143,594,000	\$101,707,364
Safety	3	\$5,744,113	\$4,035,290
Traffic Flow	0	\$0	\$0
Transit	2	\$2,648,340	\$2,118,672
Total	60	\$173,035,995	\$123,841,090

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.

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.

Table C – FY 2025-2028 TIP – Missouri Local Program – Recommended STP-S Projects by County				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	3	\$4,609,927	\$3,687,941	5.5%
Jefferson	6	\$9,052,045	\$6,909,391	10.4%
Multi-County	2	\$2,648,340	\$2,118,672	3.2%
St. Charles	7	\$24,316,207	\$15,826,720	23.7%
St. Louis	9	\$33,207,937	\$22,428,239	33.6%
St. Louis City	1	\$19,700,000	\$15,760,000	23.6%
Total	28	\$93,534,456	\$66,730,963	100%

Table D – FY 2025-2028 TIP – Missouri Local Program – Recommended STP-S Projects by Application Type			
Application Type	# of Projects	Total Cost	Federal Cost
Active Transportation	0	\$0	\$0
Bridge	4	\$5,627,412	\$4,501,929
Freight/Economic Development	0	\$0	\$0
Road	21	\$83,449,704	\$58,663,162
Safety	1	\$1,809,000	\$1,447,200
Traffic Flow	0	\$0	\$0
Transit	2	\$2,648,340	\$2,118,672
Total	28	\$93,534,456	\$66,730,963

Off-System Bridge Program/Bridge Formula Program

Submitted Projects

In the Missouri portion of the region, five applications requesting \$5.8 million in federal funds were submitted for consideration in the BRO/BFP funding program. **Table E** shows the breakdown of submitted projects by county.

Table E – FY 2025-2028 TIP – Missouri Local Program – Submitted BRO/BFP Applications				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$973,430	\$611,644	10.5%
Jefferson	0	\$0	\$0	0.0%
Multi-County	0	\$0	\$0	0.0%
St. Charles	3	\$2,670,000	\$1,835,000	31.6%
St. Louis	0	\$0	\$0	0.0%
St. Louis City	1	\$4,200,000	\$3,360,000	57.9%
Total	5	\$7,843,430	\$5,806,644	100%

Available Funding

In November, the initial estimate for BRO/BFP funding was \$6 million. Since November, four BRO projects, which were programmed prior to when MoDOT changed the BRO distribution in 2022, had better bids than anticipated. For that reason, there is approximately \$6.8 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.

The Federal Highway Administration (FHWA) encourages BFP funding to be used on off-system bridges in poor condition that are located in areas that have lacked resources for such projects, at 100 percent federal share. EWG recommends the City of St. Louis’s Hamilton Bridge be reimbursed up to the total cost of \$4.2 million because it is located in an Environmental Justice minority area. In addition, programming Hamilton Bridge at 100 percent federal share will bring the BRO/BRP federal cost closer to the \$6.8 million funding mark.

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.

Table F – FY 2025-2028 TIP – Missouri Local Program – Recommended BRO Projects by County				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$973,430	\$611,644	9.2%
Jefferson	0	\$0	\$0	0.0%
Multi-County	0	\$0	\$0	0.0%
St. Charles	3	\$2,670,000	\$1,835,000	27.6%
St. Louis	0	\$0	\$0	0.0%
St. Louis City	1	\$4,200,000	\$4,200,000	63.2%
Total	5	\$7,843,430	\$6,646,644	100%

Congestion Mitigation and Air Quality Improvement Program/Carbon Reduction 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.

The purpose of the CRP is to reduce transportation emissions through the development by funding projects designed to reduce transportation emissions such as carbon dioxide. CRP eligibilities are similar to CMAQ eligibilities. Projects like bicycle and pedestrian facilities, electric vehicles, transit improvements, and traffic flow improvements are eligible for CRP. CRP projects are selected from CMAQ applications that were submitted for consideration.

Project sponsors submitted 17 CMAQ/CRP applications for consideration, requesting approximately \$44.7 million in federal funds. **Table G** shows the breakdown of submitted projects by county.

Table G – FY 2025-2028 TIP – Missouri Local Program – Submitted CMAQ/CRP Projects				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$1,132,841	\$906,273	2.0%
Jefferson	0	\$0	\$0	0.0%
Multi-County	3	\$11,429,446	\$9,143,557	20.5%
Multi-State	1	\$481,000	\$481,000	1.1%
St. Charles	6	\$22,212,847	\$12,424,319	27.8%
St. Louis	4	\$10,302,513	\$7,755,610	17.3%
St. Louis City	2	\$17,500,000	\$14,000,000	31.3%
Total	17	\$63,058,647	\$44,710,759	100.0%

Available Funding

In November, the initial estimate for CMAQ funding was \$33 million. Since November, one project released funding and four projects had better than anticipated bids. In addition, EWG staff is anticipating more CMAQ funds will be available through the August Redistribution than originally anticipated. This brings the amount available to program in CMAQ funds to \$38 million. Approximately \$10 million in CRP funding is available to program. Combined there is approximately \$48 million available to program this cycle with CRP and CMAQ funds.

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.

Once 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 program are a direct result of a project's cost effectiveness and the availability of local, federal, and other funding. Projects that result in increased emissions are not eligible for CMAQ. Following the CMAQ evaluation, projects that were eligible for CRP funds were identified.

There were 17 projects requesting \$44.7 million that were submitted for funding. All 17 projects are eligible to receive funds, however, a balance of CRP funds remains. To avoid accruing a balance of CRP funds, an STP-S project application under the Active category (Kirkwood – Grant’s Trail Extension, Phase 2) has been added to the staff recommendation for CRP funding. This was the highest scoring, not recommended STP-S project that would be eligible under CRP criteria. The recommendation is to program 18 projects requesting \$48.6 million in federal funds.

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.

Table H – FY 2025-2028 TIP – Missouri Local Program – Recommended CMAQ/CRP Projects by County				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$1,132,841	\$906,273	1.9%
Jefferson	0	\$0	\$0	0.0%
Multi-County	3	\$11,429,446	\$9,143,557	18.8%
Multi-State	1	\$481,000	\$481,000	1.0%
St. Charles	6	\$22,212,847	\$12,424,319	25.6%
St. Louis	5	\$15,138,413	\$11,624,330	23.9%
St. Louis City	2	\$17,500,000	\$14,000,000	28.8%
Total	18	\$67,894,547	\$48,579,479	100.0%

Public Comment

Project information from the 82 applications was posted on EWG’s website for public comment. The public comment period was from March 19 through March 28. A total of 108 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.

Table I – FY 2025-2028 TIP – Summary of Public Comments				
Project	# Support	# Oppose	# Concerned	Total # of Comments
Arnold – Missouri State Road	3	0	0	3
Arnold – Pomme Road, Phase 2	2	0	0	2
Arnold – St. John’s Church Road	4	0	0	4
BSD/Metro – C-A-R Van Replacement (A)	1	0	0	1
BSD/Metro – Replace 10 MO Buses (A)	1	0	0	1
CMT/BSO – Driving Ridership on Transit	1	0	0	1
Creve Coeur – Centennial Greenway	26	0	0	26
Crystal City – Missouri Avenue	5	0	0	5
Florissant – Patterson Road	20	0	3	23
Florissant – Rue St. Denis, Phase 2	2	0	0	2
Franklin County – Schuchart Road Bridge	1	0	0	1
Herculaneum – McNutt Street	0	0	1	1
Kirkwood – Grant’s Trail Extension, Ph. 2	2	0	1	3
MCT – Ridefinders Vanpool Acquisition	1	0	0	1
O’Fallon – West Terra Lane	2	0	0	2
Pacific – Hwy N, Phase 5	1	0	0	1
St. Charles Co. – Muegge Road Intersections	1	0	0	1
St. Clair – North Outer Road	1	0	0	1
St. Louis County – Baptist Church Road	0	2	0	2
St. Louis County – Barrett Station Road	0	2	0	2
St. Louis County – Dunn Road	0	1	0	1
St. Louis County – McKnight Road	0	2	0	2

Table I – FY 2025-2028 TIP – Summary of Public Comments				
Project	# Support	# Oppose	# Concerned	Total # of Comments
St. Louis County – Old Halls Ferry Road	0	2	1	3
St. Louis County – Schulte Drive	0	2	0	2
St. Louis County – Weber Road	0	1	0	1
St. Louis County – West Florissant Avenue	0	2	0	2
St. Louis County – White Road	0	2	0	2
St. Peters – Mexico Road	1	0	0	1
Town and Country – Bopp Road	0	0	1	1
Washington – E Fifth Street	2	0	0	2
Washington – Front Street, Phase 2	3	0	0	3
Washington – High Street, Phase 2	2	0	0	2
Washington – MO 100	3	0	0	3
Total	85	16	7	108

Project Recommendations

Staff recommends that the projects identified on **Attachment E** be included in the draft FY 2025-2028 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 29, 2024. The draft TIP will be presented to the Board of Directors on June 26 and released for public comment from June 28 through August 1. 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 28, 2024.

Table J – FY 2025-2028 TIP – Missouri Local Program Recommendations by County			
County	# of Projects	Federal Cost	% of Federal Funding
Franklin	5	\$5,205,858	4.3%
Jefferson	6	\$6,909,391	5.7%
Multi-County	5	\$11,262,229	9.2%
Multi-State	1	\$481,000	0.4%
St. Charles	16	\$30,086,039	24.7%
St. Louis	14	\$34,052,569	27.9%
St. Louis City	4	\$33,960,000	27.8%
Total	51	\$121,957,086	100.0%

**Attachment A – FY 2025-2028 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 (STP-S)
Recommended for funding											
8021	St. Louis	Florissant	Rue St. Denis, Phase 2 - N Lafayette Street to N New Florissant Road - Resurfacing - Curb and Gutter - Sidewalk (5')	Road	\$1,162,400	\$1,453,000	83.76	20.00	0.00	103.76	\$1,162,400
8020	St. Louis	Florissant	Patterson Road - US 67 to 250' n/o Patterson Rd - Resurface - Two Way Turn Ln - Sidewalk (4-6')	Safety	\$1,447,200	\$1,809,000	80.22	19.25	3.00	102.47	\$2,609,600
8060	Franklin	Union	E Main St Bridge - Over Tributary of Flat Creek - Maple St to E Main St - Replace Culvert With Bridge - Sidewalk (5')	Bridge	\$1,048,004	\$1,310,006	81.00	20.00	1.00	102.00	\$3,657,604
8039	St. Charles	St. Charles County	Josephville Road, Phase 3 - MO A to 0.92 mi n/o MO A - Resurfacing - Shoulders (5')	Road	\$1,300,000	\$3,290,000	80.00	20.00	2.00	102.00	\$4,957,604
8064	St. Charles	Wentzville	Wentzville Pkwy and West Meyer Road - Schroeder Creek Blvd to 400' s/o W Pearce Blvd - Slab Repl. - Signal Upgrades - Curb Ramps	Road	\$1,900,000	\$3,915,000	79.16	16.92	5.00	101.08	\$6,857,604
8027	Jefferson	Jefferson County	Twin River Bridge - Over Big River - Replace Bridge Deck - Replace Girder Span - Upgrade Guardrail	Bridge	\$1,272,937	\$1,591,171	80.00	20.00	1.00	101.00	\$8,130,541
8025	Jefferson	Jefferson County	Cedar Hill Bridge - Over Big River - Replace Bridge Deck - Upgrade Guardrail	Bridge	\$1,104,617	\$1,380,771	80.00	20.00	1.00	101.00	\$9,235,158
8023	Jefferson	Hillsboro	North Business 21 - Leon Hall Parkway to College Road - Resurfacing - Right Turn Lane	Road	\$1,460,000	\$1,825,000	76.59	19.18	5.00	100.77	\$10,695,158
8017	St. Louis	Creve Coeur	Ladue Road - 120' e/o Emerson Road to 400' w/o US 67 (Lindbergh) - Resurfacing - Sidewalk Improvements - Signal Upgrades	Road	\$1,300,000	\$1,980,000	75.00	20.00	5.00	100.00	\$11,995,158
8032	St. Charles	St. Charles	First Capitol Drive - e/o Kingshighway to Fifth Street - Resurfacing - Bike Lanes (6') - Lane Reconfig. - TWTL	Road	\$5,280,000	\$6,600,000	89.00	6.88	3.00	98.88	\$17,275,158
8029	St. Charles	Lake Saint Louis	Lake Saint Louis Blvd South, Phase 3 - Hawk Ridge Trail to 1200' s/o Orf Rd - Reconstruct - TWLTL - Shared Use Path (10-14') - Sidewalk (6') -	Road	\$2,817,680	\$3,522,100	84.00	12.22	2.00	98.22	\$20,092,838
8019	St. Charles	Dardenne Prairie	Post Road, Phase 2 - Town Square Road to Post Valley Drive - Resurfacing - Widen Lanes (13.5') - SUP (10') - Sidewalk (5')	Road	\$1,299,872	\$2,952,647	77.00	20.00	1.00	98.00	\$21,392,710
8033	St. Charles	St. Charles	Muegge Road Intersections - at Hackmann, Graystone, and S Old Highway 94 - Repl Slabs - Replace Sidewalk (5') - Push Buttons	Road	\$776,368	\$970,460	75.88	20.00	1.00	96.88	\$22,169,078
8050	St. Louis	St. Louis County	Old Halls Ferry Road - 2028 - New Halls Ferry Rd to Vaile Ave - Resurfacing - Ln Reconfig - Bike Lanes (6-8') - Signal Upgrades	Road	\$6,700,652	\$8,375,815	87.00	4.86	5.00	96.86	\$28,869,730
8001	Jefferson	Crystal City	Missouri Avenue Improvements - Crystal Heights Road to 11th Street - Resurfacing - Curb Ramps - Flagship to 11th: Sidewalk (6')	Road	\$1,018,072	\$1,484,476	74.75	20.00	2.00	96.75	\$29,887,802
8047	St. Louis	St. Louis County	Barrett Station Road - 2028 - Dougherty Ferry Road to Big Bend Road - Resurfacing - Signal Upgrades - Curb Ramps	Road	\$1,664,130	\$2,560,200	77.34	18.13	1.00	96.47	\$31,551,932
8009	St. Louis	St. Ann	Wright Avenue, Phase 1 - St. Charles Rock Rd (MO 180) to Stephens Place - Resurfacing - Curb Ramps - Sidewalk (5')	Road	\$1,197,240	\$1,496,548	75.43	20.00	1.00	96.43	\$32,749,172
8024	Jefferson	Jefferson County	Browns Ford Bridge - Over Big River - Replace Bridge Deck - Upgrade Guardrail	Bridge	\$1,076,371	\$1,345,464	76.00	20.00	0.00	96.00	\$33,825,543
8002	Jefferson	De Soto	W. Miller Street Improvements - Main Street to Donnelly Street - Resurfacing - Reconstruct Sidewalks (5') - Curb Ramps	Road	\$977,394	\$1,425,163	75.00	20.00	1.00	96.00	\$34,802,937

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 (STP-5)
Recommended for funding											
8015	Multi-County-M	Bi-State Development/M	Call-A-Ride Van Replacement - 2028 (B) - Replace 9 Call-A-Ride Vans	Transit	\$1,059,336	\$1,324,170	76.00	20.00	0.00	96.00	\$35,862,273
8014	Multi-County-M	Bi-State Development/M	Call-A-Ride Van Replacement - 2028 (A) - Replace 9 Call-A-Ride Vans	Transit	\$1,059,336	\$1,324,170	76.00	20.00	0.00	96.00	\$36,921,609
8055	St. Charles	St. Peters	Jungermann Road, Phase 1 - Briarwick Trail to McClay Road - Replace Slabs - Replace Sidewalk (6') - Diamond Grind	Road	\$2,452,800	\$3,066,000	76.00	14.09	5.00	95.09	\$39,374,409
8046	St. Louis	St. Louis County	Baptist Church Road - 2028 - 200' n/o Coral Ridge Drive to Tesson Ferry Road - Resurfacing - Signal Upgrades - Curb Ramps	Road	\$1,721,075	\$6,146,697	74.22	17.84	3.00	95.06	\$41,095,484
8063	Franklin	Washington	High Street, Phase 2 - Front Street to Fifth Street - Resurfacing - Replace Sidewalk - Curb/Gutter	Road	\$1,318,405	\$1,648,006	74.00	19.91	1.00	94.91	\$42,413,889
8062	Franklin	Washington	Front Street, Phase 2 - Stafford Street to Jefferson Street - Resurfacing - Replace Sidewalks - Curb/Gutter	Road	\$1,321,532	\$1,651,915	75.00	19.89	0.00	94.89	\$43,735,421
8052	St. Louis	St. Louis County	West Florissant Avenue - 2028 - Lucas & Hunt Road to St. Louis City Limits - Resurfacing - Signal Upgrades - Curb Ramps	Road	\$5,318,942	\$6,648,677	83.00	6.82	5.00	94.82	\$49,054,363
8016	St. Louis	Chesterfield	Highcroft Dr/Old Baxter Rd - Baxter Road to Schoettler Valley Drive - Resurfacing - Repair Curb/Gutter - Replace Sidewalk (5')	Road	\$1,916,600	\$2,738,000	76.75	16.84	1.00	94.59	\$50,970,963
8045	St. Louis City	St. Louis	River Des Peres Blvd - Lansdowne Ave to Gravois Ave - Resurface/Widen Lns - Traffic Signal at Loughborough - Medians -	Road	\$15,760,000	\$19,700,000	82.90	0.00	5.00	87.90	\$66,730,963
Not recommended due to funding constraints											
8049	St. Louis	St. Louis County	McKnight Road - 2028 - Litzsinger Road to Manchester Road (MO 100) - Resurfacing - Curb Ramps - Left Trn Ln at Charleville	Road	\$2,100,320	\$2,625,400	73.69	15.90	5.00	94.59	\$68,831,283
8013	Jefferson	Arnold	St. John's Church Road - Richardson Road to Patrick Place - Resurfacing - Curb and Gutter - Sidewalks (5')	Road	\$1,164,800	\$1,701,000	73.13	20.00	1.00	94.13	\$69,996,083
8054	St. Louis	St. Louis County	White Road - 2028 - Olive Boulevard to Conway Road - Resurfacing - Curb Ramps	Road	\$1,233,696	\$3,084,240	71.00	20.00	3.00	94.00	\$71,229,779
8007	St. Louis	Town & Country	Bopp Road Resurfacing and Ped Improvements - Clayton Road to City Limits s/o Spring Drive - Resurfacing - Shared Use Path (8')	Road	\$1,511,045	\$2,324,685	74.00	18.92	1.00	93.92	\$72,740,824
8051	St. Louis	St. Louis County	Schulte Drive - 2028 - Villa Dorado Drive to Olive Blvd (MO 340) - Resurfacing - Curb Ramps	Road	\$1,274,256	\$2,548,512	70.88	20.00	3.00	93.88	\$74,015,080
8061	Franklin	Washington	E Fifth Street - International Avenue to n/o MO 100 - Resurfacing - Sidewalk (5')	Road	\$2,407,120	\$3,008,900	77.31	14.32	2.00	93.63	\$76,422,200
8028	St. Louis	Kirkwood	Grant's Trail Extension, Phase 2 - Leffingwell n/o Clinton Pl to Leffingwell & Holmes - Shared Use Path - RRFB - Pedestrian Lighting	Active	\$3,868,720	\$4,835,900	84.00	9.05	0.00	93.05	\$80,290,920
8012	Jefferson	Arnold	Pomme Road, Phase 2 - Rockview Lane to Bridge w/o Old Lemay Ferry Road - Reconstruction - Widen Lanes (12') - Sidewalk (5')	Road	\$2,050,000	\$3,720,000	75.84	16.15	1.00	92.99	\$82,340,920
8022	St. Louis	Glendale	East Essex Ave, Phase 2 - N Sappington Road to Devon Road - Resurfacing - Curb and Gutter - Sidewalk (5')	Road	\$1,398,080	\$1,747,600	73.24	19.50	0.00	92.74	\$83,739,000
8048	St. Louis	St. Louis County	Dunn Road - 2028 - Leaf Crest Drive to Howdershell Road - Resurfacing - Curb Ramps	Road	\$1,272,068	\$2,544,136	69.35	20.00	3.00	92.35	\$85,011,068
8030	St. Charles	O'Fallon	West Terra Lane, Phase 1 - Hoff Road to w/o Bryan Road - Resurfacing - Signal Upgrades at Hoff Rd	Road	\$1,106,667	\$1,383,334	69.00	20.00	3.00	92.00	\$86,117,735
8053	St. Louis	St. Louis County	Weber Road - 2028 - Mackenzie Road to Gravois Road (MO 30) - Resurfacing - Replace Sidewalk (5') - Mid Block Xing	Road	\$1,095,360	\$1,369,200	71.87	20.00	0.00	91.87	\$87,213,095

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 (STP-5)
Not recommended due to funding constraints											
8056	St. Charles	St. Peters	McClay Road - Jungermann Road to McClay Village Drive - Slab Repl. - Sidewalk (6') - SUP (10') - Diamond Grind	Road	\$2,507,200	\$3,134,000	76.00	13.81	2.00	91.81	\$89,720,295
8058	St. Charles	St. Peters	Mid Rivers Mall Drive - St. Peters Howell Road to Cottleville Parkway - Slab Repl. - Sidewalk (6') - Shared Use Path (10')	Road	\$4,256,000	\$5,320,000	77.00	8.45	5.00	90.45	\$93,976,295
8038	St. Charles	St. Charles County	Towers Road - Kisker Road to Caulks Hill Road - Resurfacing - Replace Damaged Curbs	Road	\$1,138,400	\$1,423,000	64.00	20.00	5.00	89.00	\$95,114,695
8031	St. Louis	Rock Hill	Rock Hill Road - 400' s/o Manchester Road to Bismark Ave - Resurfacing	Road	\$346,589	\$433,236	68.00	20.00	1.00	89.00	\$95,461,284
8026	Jefferson	Jefferson County	Saline Road - 500' s/o Memory Lane to Diehl Road - Shoulders (4') - Rumble Strips - Striping - Guardrails	Safety	\$1,200,000	\$1,500,000	68.00	20.00	1.00	89.00	\$96,661,284
8008	St. Louis	University City	Groby Road Improvements - McKnight Road to Mississippi Avenue - Resurfacing - Curb Ramps	Road	\$882,740	\$1,277,214	67.00	20.00	2.00	89.00	\$97,544,024
8006	Jefferson	Pevely	Abbey Lane Improvements - Commercial Blvd (US 67) to Christina Drive Resurfacing - Sidewalks (6') - Curb Ramps - Lighting	Road	\$1,111,286	\$1,646,093	68.00	20.00	1.00	89.00	\$98,655,310
8003	Jefferson	Festus Special Road District	Horine Road Resurfacing - Pine Lane to Northern City Limits - Resurfacing - Pavement Striping	Road	\$503,930	\$696,054	66.00	20.00	3.00	89.00	\$99,159,240
8018	St. Charles	Dardenne Prairie	Bates Road - South Outer Road 364 to Henning Road - Resurfacing - Bike Lanes (6') - RRFB - Curb Ramps	Road	\$1,297,297	\$1,729,729	67.94	20.00	1.00	88.94	\$100,456,537
8005	Franklin	Pacific	Hwy N Improvements, Phase 5 - West Hawthorne Drive to Westlake Village Drive - Resurfacing - Curb & Gutter - Lighting	Road	\$568,336	\$841,848	66.75	20.00	1.00	87.75	\$101,024,873
8057	St. Charles	St. Peters	Mexico Road - Spencer Road to McGavock Street - Resurfacing - Sidewalk (6') - Shared Use Path (10')	Road	\$4,460,000	\$5,575,000	74.00	8.14	5.00	87.14	\$105,484,873
8035	St. Charles	St. Charles County	Minor Arterials Concrete Slab Replacement - 2027 - Various Locations Along Upper Bottom/Jungs Stn - Replace Concrete Slabs - Replace	Road	\$1,297,800	\$1,854,000	62.00	20.00	5.00	87.00	\$106,782,673
8004	Jefferson	Herculaneum	McNutt Street Improvements - Providence Way to McNutt School Road Resurfacing	Road	\$493,212	\$697,115	65.00	20.00	2.00	87.00	\$107,275,885
8059	St. Charles	St. Peters	Suemandy Drive - Mid Rivers Mall Drive to Veteran's Memorial Pkwy - Resurfacing - Sidewalk (6') - Intersection Improvements	Road	\$5,867,200	\$7,334,000	77.00	5.97	4.00	86.97	\$113,143,085
8034	St. Charles	St. Charles	N Second Street - Bainbridge Street to Bayard Street - Sidewalk - Traffic Calming - Ped Lighting - Perv Paver - Resurface	Active	\$6,000,000	\$7,500,000	76.00	5.77	1.00	82.77	\$119,143,085
8036	St. Charles	St. Charles County	Minor Collectors Asphalt Overlay - 2027 - Along Campus Dr, Lake Hill Dr, St. Paul Rd, Wilmer Rd - Resurfacing - Replace Damaged Curbs - Curb	Road	\$976,000	\$1,220,000	57.19	20.00	3.00	80.19	\$120,119,085
8037	St. Charles	St. Charles County	Minor Collectors Concrete Slab Replacement - 2027 - Along Cambridge Xing Dr - Park Charles Blvd S - Replace Concrete Slabs - Replace	Road	\$724,800	\$906,000	59.00	20.00	1.00	80.00	\$120,843,885
8000	Jefferson	Arnold	Missouri State Road Improvements - Lonedell Road to Astra Way - New Roundabout - Resurfacing - Sidewalk (6')	Safety	\$1,388,090	\$2,435,113	58.29	19.55	1.00	78.84	\$122,231,975
8041	St. Charles	St. Charles County	Salt River Road Multi-Use Path, Phase 2 - Main Street to MO C - Shared Use Path - Curb and Gutter	Active	\$776,000	\$1,070,000	41.00	20.00	0.00	61.00	\$123,007,975
8010	Franklin	St. Clair	North Outer Road - Outer Rd Spur to 0.55 Miles East - New Road	Freight/Ec Dev	\$833,115	\$2,016,230	3.00	20.00	1.00	24.00	\$123,841,090

**Attachment B – FY 2025-2028 TIP – BRO/BFP 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 (BRO)
Recommended for funding											
8044	St. Louis City	St. Louis	Laurel-Waterman Bridge - Over Metrolink - Bridge Replacement - Resurfacing - Replace Sidewalks	Bridge	\$4,200,000	\$4,200,000	82.00	9.83	2.00	93.83	\$4,200,000
8042	St. Charles	St. Charles County	Schwede Road Bridge - Over Tributary of Dardenne Creek - Replace Bridge - Widen Shoulders	Bridge	\$644,000	\$930,000	71.00	20.00	0.00	91.00	\$4,844,000
8040	St. Charles	St. Charles County	Oberhelman Road Bridge - Over Tributary of Dardenne Creek - Replace Bridge - Widen Shoulders	Bridge	\$604,000	\$880,000	71.00	20.00	0.00	91.00	\$5,448,000
8043	St. Charles	St. Charles County	Sneak Road Bridge - Over Callaway Fork of Femme Osage Creek - Replace Bridge - Widen Shoulders	Bridge	\$587,000	\$860,000	70.00	20.00	0.00	90.00	\$6,035,000
8011	Franklin	Franklin County	Schuchart Road Bridge - Over Birch Creek - Replace Culvert With Bridge - Install Guard Rail	Bridge	\$611,644	\$973,430	70.00	20.00	0.00	90.00	\$6,646,644

Attachment C - FY 2025-2028 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
Recommended for funding										
8205	Multi-State	Madison County Transit District	Ridefinders Vanpool Fleet Acquisition - 2026 - MO - Rideshare Van Replacement - 11 Total - Cost Split Between IL CMAQ (\$120,400 IL)	0.0006329	0.0000248	0.0001071	\$481,000	\$481,000	\$1,300.11	\$481,000
8206	St. Louis	MoDOT	MO 141 Intersection Improvements - at Parkway South Middle School - Add Left Turn Lane - at Springdale Ave/13th St - Add Left Turn Lane Phases	0.0000912	0.0000038	0.0000517	\$224,484	\$280,604	\$3,141.38	\$705,484
8209	St. Louis	MoDOT	MO D Signal Optimization - Schuetz Rd to Ogden Ave - Optimize 22 Signals Along Corridor	0.0002252	0.0000070	0.0000699	\$2,169,689	\$2,712,112	\$14,700.75	\$2,875,173
8200	Multi-County-M	Citizens for Modern Transit/BSD	Driving Ridership on Transit - STL City and STL County - Market Research - Public Outreach - Placemaking - Employer Benefit Program	0.0000559	0.0000025	0.0000101	\$531,189	\$663,986	\$16,106.66	\$3,406,362
8204	St. Charles	Lake Saint Louis	Technology Drive - at Technology Dr Loop - Add Right Turn Lane on Technology Dr	0.0000110	0.0000005	0.0000062	\$153,060	\$211,294	\$17,819.27	\$3,559,422
8207	St. Charles	MoDOT	MO 94 - at MO B - Signalization - Add Turn Lanes	0.0000475	0.0000020	0.0000270	\$712,890	\$891,112	\$19,139.24	\$4,272,312
8201	Multi-County-M	Bi-State Development/Metro	Bus Replacement - 2027 (A) - Replace 10 Buses	0.0002548	0.0005974	0.0000038	\$4,306,184	\$5,382,730	\$33,307.57	\$8,578,496
8202	Multi-County-M	Bi-State Development/Metro	Bus Replacement - 2027 (B) - Replace 10 Buses	0.0002548	0.0005974	0.0000038	\$4,306,184	\$5,382,730	\$33,307.57	\$12,884,680
8215	St. Louis City	St. Louis	Traffic Management Enhancements, Phase 8 - North Broadway - Riverview Blvd to Cass Ave - Upgrade Signals - CCTV Cameras - Install Fiber	0.0001506	0.0000204	0.0001053	\$5,600,000	\$7,000,000	\$43,753.57	\$18,484,680
8214	St. Louis City	St. Louis	Traffic Management Enhancements, Phase 7 - South Broadway - Carroll St to Marceau St - Upgrade Signals - CCTV Cameras - Install Fiber	0.0001733	0.0000235	0.0001212	\$8,400,000	\$10,500,000	\$57,041.32	\$26,884,680
8208	St. Charles	MoDOT	MO 94 - at MO D - Add Turn Lanes - ATSPM Signal Equipment	0.0000385	0.0000016	0.0000218	\$1,917,900	\$3,508,375	\$63,574.41	\$28,802,580
8213	St. Charles	St. Charles County	Fiber Interconnect Expansion - Connect 16 Intersections in St. Charles County - Fiber Interconnection	0.0000309	0.0000050	0.0000543	\$2,718,969	\$3,398,712	\$63,822.54	\$31,521,549
8210	St. Louis	MoDOT	US 67 Signal Optimization - Old Jamestown-MO Bottom & Blake-Old St. Charles Rock Rd - Optimize 31 Signals Along Corridor	0.0000298	0.0000030	0.0000379	\$2,801,437	\$3,501,797	\$82,830.07	\$34,322,986
8211	St. Charles	O'Fallon	West Terra Lane - at Bryan Rd - Roundabout - Realignment - Shared Use Path (10')	0.0000320	0.0000013	0.0000182	\$5,761,500	\$12,753,354	\$229,593.28	\$40,084,486
8216	Franklin	Washington	MO 100 - at East Fifth St - Left Turn Lane - Right Turn Lane - Sidewalk (5')	0.0000034	0.0000001	0.0000019	\$906,273	\$1,132,841	\$337,574.03	\$40,990,759
8028	St. Louis	Kirkwood	Grant's Trail Extension, Phase 2 - Leffingwell (North of Clinton Place) to Grant's Trail (Leffingwell/Holmes) - Shared Use Path, RRFB, Ped Lighting --ACTIVE STP-S APPLICATION	0.0000173	0.0000006	0.0000037	\$3,868,720	\$4,835,900	\$369,108.47	\$44,859,479
8203	St. Louis	Creve Coeur	Centennial Greenway at 39 North - Gateway Blvd/Research Blvd: Baur to Warson - Shared Use Path (8-10') - New Signal	0.0000081	0.0000003	0.0000018	\$2,560,000	\$3,808,000	\$516,334.07	\$47,419,479
8212	St. Charles	St. Charles	Friedens Road Signalization - at Fairgrounds Rd - Traffic Signal - Left Turn Lanes - Sidewalk (5')	0.0000002	0.0000000	0.0000001	\$1,160,000	\$1,450,000	\$8,895,420.42	\$48,579,479

CRP funded

Attachment D - Summary of Public Comments

<p>Arnold – Missouri State Road Improvements</p>
<p>Comments in Support (3)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? As the Chief of Police in Arnold we work several traffic accidents at this location each year. We need this improvement to increase the safety of our community. Thank you! Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Save lives as traffic keeps growing Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>See end of Attachment D for comment (1) emailed in for Arnold – Missouri State Road Improvements on page D-19</p>
<p>Arnold – Pomme Road, Phase 2</p>
<p>Comments in Support (2)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Been needed badly for a while. Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>See end of Attachment D for comment (1) emailed in for Arnold – Pomme Road, Phase 2 on page D-19</p>
<p>Arnold – St. John's Church Road</p>
<p>Comments in Support (4)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? 1)Rainwater runoff is currently a major problem with this road. Water comes pouring off the church parking lot causing flooding on the road and flooding in our and our neighbor's yards. The water has gotten into our basement and has threatened our house. We have taken many steps to mitigate this situation but unless the runoff is controlled at the street level we will continue to be flooded. There is a major problem with the runoff on the road which leads to number 2 below. 2)The rainwater runoff also floods St John's Church Rd leading to cars hydroplaning and possibly losing control. Controlling the rainwater runoff would eliminate this safety hazard. The addition of curbs on the road would also help control the water. 3)The addition of more sidewalks would also help make the road safe. With a busy school and church adjoining the road, more sidewalks are needed to keep the pedestrians safe. Anything else you'd like us to consider or comments you'd like to share about this project? Our house butts up against St. John's Church Rd. so we have first hand knowledge of the problems with this road. I would be glad to meet with you and show you video we have of this problem. I can show you how this project is badly needed. Thank you</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? As the Chief of Police for the Arnold Police Department, I can tell you first-hand that this is a very dangerous intersection. We handle a significant amount of traffic crashes a year at this location. Anything else you'd like us to consider or comments you'd like to share about this project?</p>

Attachment D - Summary of Public Comments

<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Save Lives Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>See end of Attachment D for comment (1) emailed in for Arnold – St. John's Church Road on page D-19</p>
<p>Bi-State Development/Metro – Call-a-Ride Van Replacement – 2028 (A)</p>
<p>Comments in Support (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? The reliability of vehicles for Call-A-Ride is critical for persons with disability and senior citizens who are unable to drive. Having a fleet of vans that are reliable, new and dependable is critical to supporting a community of individuals that depend on this public transit service. Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Bi-State Development/Metro – Replace 10 MO Buses (A)</p>
<p>Comments in Support (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Replacing vehicles is necessary for the overall maintenance and dependability of the Bi-State transit fleet in addition to increasing the reliability of bus service and contributing to the improvement in the region's air quality. Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Citizens for Modern Transit/Bi-State Development – Driving Ridership on Transit</p>
<p>Comments in Support (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? I believe that the expansion of public transit (both the system itself and use of the system) is the key to a sustainable future for St. Louis. The increased use of public transit can do many things- improve our air quality, provide employment, drive development to areas that have been disinvested in, and improve personal health and mobility by getting people out of single occupancy vehicles and moving around more. I support the work Citizens for Modern Transit is doing and am very excited to see where this project will go. Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Creve Coeur – Centennial Greenway at 39 North</p>
<p>Comments in Support (26)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? I believe this area needs more pedestrian friendly routes/safe crossings along the major roadways. Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? I believe this project will greatly improve the value and appeal to the area and greatly improve the standard of living to people, like me, who live close by and will have immediate access to it. Anything else you'd like us to consider or comments you'd like to share about this project? I'm excited to have the greenway cross Lindbergh at Baur. I hope this effort gets expedited.</p>

Attachment D - Summary of Public Comments

<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This area needs improvement for safety of cyclists and pedestrians. It will help connect the neighborhoods.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Project will allow me to safely commute to work by bike from University City to Creve Coeur.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I both live and work in this area and am eager to see the greenway extended all the way to Creve Coeur park. I'm excited about this funding because it is one, incremental step toward this completed connection. The pedestrian-only trails are the pathways I use most often.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you! These greenways truly do make our communities more vibrant.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Strong support for the purpose of one day connecting to Creve Coeur Lake and getting a path over 270.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Active transportation connections here are key to a bright future for the region, and this link would be key for better connections in the future to residential areas, employment centers and other businesses, and parks in a region that is extremely car-centric in its design. Not all of us own cars, and this would provide a safe way to travel through the area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? If Metro bus transit can be better connected with the future active transportation links here, that would be critical. Currently, there are bus routes on Bauer Rd. if wide shared-use paths are also able to be extended to bus stops along that route. Metrolink visions from several decades ago also included potential links to this area if the project is able to accommodate that vision into its long-term planning.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The greenway will provide safer walking and biking trails in the area and minimize the amount of foot traffic on the roadways.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The community is currently broken up with limited pedestrian/biking access. This project would tie the community together.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

Attachment D - Summary of Public Comments

<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The pathways created by Great Rivers Greenway are becoming an important part of our community as more people are active runners, walkers, bicyclists.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? There are no good ways to walk safely in this heavily trafficked area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I support this project!</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? It would be a great community feature to have near the office!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Fully support encouraging people to get outside. Look forward to seeing the project under way.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? St. Louis needs a walk/ride option for the health of our residents and to compete with other cities. It's time we connect more fully with pedestrian style living for businesses and for residents access to local businesses. Leave cars for longer trips and stop cutting access off with congested car traffic.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Hopefully Old Olive on the west side of Lindbergh is still slated to become more pedestrian friendly.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I grew up in this area and am familiar with the difficulty navigating the thoroughfares connected by the proposed project area. Connecting these pieces critical to the areas affected will provide great opportunity for citizens to navigate by means other than automobiles effectively.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I've had many friends who live in the affected areas ask about how these various disparate locations connect to one another. The project in question would provide contiguous access for those who don't currently have it.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Multi-use trails connect neighborhoods, provide safe routes for walking and cycling, and reduce reliance on cars. This means cleaner air, less traffic, and more opportunities for residents to connect with nature and each other. In short, they're good for your our health, our economy, our community, and our environment.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

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<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This location is perfect for a Greenway project. There are many people who bike and walk in the area, but the road has almost no sidewalks and is limited in shoulder space. Building a new space for cyclists and pedestrians to travel would be a huge benefit in connecting to existing paths and improving safety in the area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I work at 39N, work out at the J, and love to ride my bike. I can't wait for the whole 39N Greenway to be done to make getting around without using Warson and other busy areas much easier.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Connecting parks to other community segments with trails like this proposed connection is what GRG does best. Why not connect yet another set for all of us, whether we live or work in this community or not, to bike or walk such a beautiful area. This project deserves the funding to get it done.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I said it all above.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Access to green space before and after work along with during my lunch hour is very important to me. This project give me that opportunity and increases my quality of life during those times. Currently, I drive to a park to get a few steps in before, during, and after work. This reduces my car trips because the greenway would be within block of my work.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I have owned property at 1055 Corporate Square within the 39N District for over 30 years and are very aware of the accessibility issues within this area. Approval of this project would be the first step in addressing these issues, especially for non-motorized transportation, by creating a greenway throughout the area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Think it helps the community</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? improved walkability</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

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<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This project will allow people to bike and walk to work as it connects many neighborhoods with many large employers in the area. If we could get this project to connect with the Centennial Greenway at 170 and Olive, it would connect people to and from Clayton and University City. There are lots of possible ways to connect people between work and home with this project.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I'm not sure why it takes these projects so long to be completed but I would like to see this project happen as soon as possible. Can it happen in 6 to 9 months?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This project will allow me to walk or bike to work and back home, and reduce my commute distance by over 10% versus driving.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I walk the Centennial at Warson Park during my lunch breaks several days a week and it's a great outlet to escape the cubicle life for a short while. I see many others walking on the trail and I'm excited to see it continue to expand! There are many apartments and homes nearby as well as businesses so I feel expanding it would be a benefit to all in the area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? This is a very needed project to propel the 39N community into a real community where visits and collaboration can be much more easily done (especially with the addition of trails within 39N perimeters). The result of this greenway will be an incentive to attract even more researchers and scientists to the area and make the area become a national focus point for Plant Science research. As you know, Plant Science research is getting more and more important as the American workforce ages and the keys are held in how best to incorporate new medicines as well as identifying new plant uses for all Americans. This project supports that requirement by making the 39N community a growing and desirable entity --- attracting the best of researchers to make their home within the 39N community and by so doing make the resulting collaborations of their work impactful for all Americans.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? A much needed project worthy of federal, state and local funding.</p>
<p>Crystal City – Missouri Avenue Improvements</p>
<p>Comments in Support (5)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? There is a need to accommodate people with disabilities in the community. Trailnet has had a few community based projects here and the need for curb ramps and sidewalks is critical.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

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<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This Project will provide safe walking paths for our residents along Missouri Ave. Currently pedestrian are walking in the street or in residents yard.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I've been walking Crystal City for 20 years. Missouri Avenue is the worst road for pedestrians. It's a long stretch on a hill so vehicles can roll fast. Pedestrians really have nowhere to walk except on the road.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? There is an apartment complex at the top of the hill. The renters often do not have vehicles and have to walk to nearby grocery and laundromats.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The residents that this project will serve is a predominately disadvantaged housing complex, with some of them being disabled. A lot of the residents in the area are also transportation challenged and have to walk to get to their destination. There are currently no sidewalks along this road, installing sidewalks will provide safe means of travel for these individuals. Stormwater and erosion issues which affect residents and businesses will also be addressed.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The last time this road was addressed was through a grant in 1999. Over 25 years later, we need to address barriers that are causing unfair disadvantages to some of our most vulnerable residents. This grant will provide a safe and reliable way for individuals to travel by foot and vehicle.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Very busy road needing repair. No available sidewalks, very busy foot traffic. Ada compliant needed. Currently No stormwater drains. Water collects in low spot .</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Florissant – Patterson Road</p>
<p>Comments in Support (20)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This road is one of the first roads in Florissant and since then it has become a major entrance to the many houses that have been built which was an access to the many farms of long ago - it has never been brought up to the standard for many of those living in the area</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The North County area of St Louis is severely neglected when it comes to funds to bring us up to the standards of other areas in our County.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? We live off Patterson with a NIGHTMARE every time we go through it. Please please please fix our intersection!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

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<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Trailnet completed a bike ped plan with the City of Florissant and we support adding sidewalks when ever they can and removing lanes for a conversion from 4 to 3 lanes.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I drive that road daily. It's a busy road for sure but the resurfacing needs to be done! A little inconvenience will be worth it.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This intersection is a known hazard w/frequent crashes. Most in the area plan local trips specifically to AVOID this intersection! PLEASE FIX IT!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? If you drive this intersection, which I have for over 45 years, with all the different road improvements (which I say lightly humored) you know it's a mess. The crooked drive across Lindbergh, the narrow bend with that light pole and curb can be terrifying. Then McDonalds moved in, don't get me wrong I like McDs, people try to make left turns from the north bound lane, yes, clearly there's a NO left turn sign, people do it anyway, backing traffic on both sides.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Will the potholes and sinking road at the bridge be fixed? That's a terrible bump. I slow down but if the person behind you doesn't you can get rear ended.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Very much needed. High traffic area and narrow lanes. Too many accidents, it's very dangerous.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you for taking action</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This intersection is a dangerous mess, and always has traffic backed up in all directions on both roads, especially during rush hour. The turning radius is simply too sharp on some of the directions you would turn there, and people are almost always wrecking because of it. Also, when people run the red lights there, or don't go when the Lindsay Lane light is green it becomes a big jumbled mess with cars everywhere because they are stuck right in the middle of the intersection.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The current road design is simply dangerous and this needs work in order to improve safety.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

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<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? To help the flow of traffic at a major, complicated intersection. Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Road needs repair as the section in question is dangerous due to congestion Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Dangerous, congested, easily maneuvered to be NONcompliant with legal directions. Anything else you'd like us to consider or comments you'd like to share about this project? An island or some kind of barrier to make that illegal turn into McDonalds impossible would be helpful. A design to relieve the congestion and the "cutting thru" adjoining traffic would make this approach much less dangerous.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? We used to practice at Ferdinand park and took this route to get there. It was terrifying being stopped at the light going onto Lindbergh. Cars would come so close to clipping the front end of the car I would always stop several feet back to make sure we were safe. Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? I take this route home several times a week. The intersection makes no sense and is very dangerous. Further the current layout ignores pedestrian usage. Anything else you'd like us to consider or comments you'd like to share about this project? If Florissant wants to increase it's population it needs to improve safe roadways and provide quality of life features such as pedestrian, bicycle and public transportation with greenspace. Please review the YouTube channel Not Just Bikes specifically the Strods video. We need to be better across the city and this intersection is a place to start.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Basic road condition from Lindbergh to Humes; bridge surface is deteriorated; consider ways to control speeding and improper lane usage Anything else you'd like us to consider or comments you'd like to share about this project?</p>

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<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Unfortunately, since people do not know how to drive in their own lanes or adhere to posted signs on Lindbergh to continue going straight but cut into the left-hand turn lanes as they cross Lindsay Lane, something has to be done to accommodate for their incompetence. People wanting to make a left turn into McDonald's where there is a No Left Turn sign is another issue that backs up traffic.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Repaint the white straight arrow overhead sign in the second lane from right heading north on Lindbergh before getting to Lindsay Lane, because it is faded and is hardly visible at night and folks keep cutting people off who are in the lanes to go left at Patterson Road. Where can I find information on what this project is actually going to entail and how long it is going to take?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Go for it! This section of road BADLY needs resurfacing!!!!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This intersection has been dangerous for years. The way the turns were set up, the telephone pole, turns onto Sally and driveways has caused more accidents than there should ever be at a major intersection. This should have been improved years ago.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This project can't start soon enough.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? All the roads around here need resurfacing. Thanks.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I take this route everyday it's very congested and filled with pot holes. Need to have these issues fixed before somebody gets hurt.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Having Concerns (3)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? People speed down Patterson and then continue onto Lindbergh where the lane is short before Lindsay. Yes something needs to be done, but I am wondering AFTER THE BRIDGE WORK IS COMPLETED on MDonnell, if it would make more sense to dead end Patterson instead, right after the last subdivision streets and before Mc Donald's so it's not a race thoroughfare any longer. There's not enough room before the lane for Lindsay off Lindbergh.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I would wait until after the McDonnell bridge is done because drivers will be re routing over to Lindbergh.</p>

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<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? If its for safety..why isnt it being done sooner than 2027 , waiting 3 years is not about SAFETY Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Lack of information regarding where exactly this is located. A map would be helpful. Also, it is not clear if this resurfacing includes taking additional land from nearby yards/properties. I sincerely hope you are NOT talking about widening the road. Is this just a resurfacing job within the confines of the existing road? A drawing of the area being impacted would be helpful. Also - this is a major artery for people going to/from work. Please minimize disruption by scheduling your work hours around those times. And please avoid tearing this road up while concurrently tearing up Charbonier. Do one road and then when that is COMPLETED, do the other. Don't do them concurrently. Anything else you'd like us to consider or comments you'd like to share about this project? Please use material that lasts longer than the last round of resurfacing (if it exists.)</p>
<p>Florissant – Rue St. Denis, Phase 2</p>
<p>Comments in Support (2)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Florissant is growing making roads more heavily traveled. Improvements are needed Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? With our community growing we need to keep up with street maintenance for drivers and pedestrians. Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Franklin County – Schuchart Road Bridge</p>
<p>Comments in Support (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Necessary improvements that will provide safe, secure, and stable infrastructure for our citizens for decades to come. Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Herculaneum – McNutt Street Improvements</p>
<p>Having Concerns (1)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? Trailnet completed a plan for Herculaneum and this section was also recommended for sidewalks. Anything else you'd like us to consider or comments you'd like to share about this project?</p>

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Kirkwood – Grant’s Trail Extension, Phase 2
Comments in Support (2)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I am an avid cyclist. I commute to work as often as I can. My husband and I also own Pedego Electric Bikes-St. Louis. Our store is located on the Grant's Trail. I am always amazed at the volume of people who enjoy the Trail for recreation and exercise. Currently many of the riders drive to the trail to stay off the roads. Most of our customers are trail-only riders for they do not feel safe around cars. It is our hope that more riders will feel safe riding to the trail with an expansion. Along the same line, we believe more trail riders will ride into Downtown Kirkwood to shop and dine. More bike trips and less car trips and parking benefit everyone.</p> <p>Anything else you’d like us to consider or comments you’d like to share about this project? I also serve as a Board Member for Trailnet because I am committed to Safer Streets (and routes) for All. Green energy, lowering emissions and the environment matter to me very much as well. An active lifestyle contributes to a healthier community.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Trailnet is in full support of this project. This connection will increase use and access to practical destinations for users of Grant's Trail. Trailnet owns 6 miles of Grant's Trail.</p> <p>Anything else you’d like us to consider or comments you’d like to share about this project?</p>
Having Concerns (1)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? While this project will connect previously funded projects to a densely populated economic dynamic terminus, Kirkwood has no current plans to rezone the land adjacent to the project to allow for infill housing development, thus stunting its potential economic impact.</p> <p>Anything else you’d like us to consider or comments you’d like to share about this project?</p>
Madison County Transit – Ridefinders Vanpool Fleet Acquisition – 2026 - MO
Comments in Support (1)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? As the RideFinders Outreach Manager, I am happy to say that our team is committed to facilitating connections for the formation of vanpools as a transportation option. Vanpools that meet the needs of regional commuters play a pivotal role in both environmental justice and the promotion of equity and inclusion in the workplace. In light of the significant impact of single occupancy vehicles on reduction of traffic congestion and emissions, vanpooling stands out as a practical and promising solution for our region. I do appreciate the opportunity to be a part of this solution.</p> <p>Anything else you’d like us to consider or comments you’d like to share about this project?</p>

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O'Fallon – West Terra Lane
Comments in Support (2)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Traffic and safety</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Well, needed.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The current intersection becomes very congested at peak times and during school start and dismissal. I think this project would greatly improve traffic flow in the area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
Pacific – Hwy N Improvements, Phase 5
Comments in Support (1)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Continued improvements to the great city of Pacific infrastructure will indeed make HWY N safer and reflect the sound ideals of Pacific's municipal leadership.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
St. Charles County – Muegge Road Intersections
Comments in Support (1)
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Trailnet completed a Bike Ped plan for the City of St. Charles. We support the addition of sidewalks and recommend the widest possible application and a buffer.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
St. Clair – North Outer Road
Comments in Support (1)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The North outer road in St Clair is recognized as being an integral part of the future security and growth of the region. I fully support this venture and ask that it unanimously be approved. Thanks very much to the City Administrator John Lippert for his vision and implementation of sound planning.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
St. Louis County – Baptist Church Road - 2028
Opposing Comments (2)
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Please deny as this perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Abusive excessive local funding over the 20% local match, an all too common practice by STL County that has resulted on poor budget oversight.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

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<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Abusive excessive local funding over the 20% local match, an all too common practice by STL County that has resulted on poor budget oversight.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>St. Louis County – Barrett Station Road - 2028</p>
<p>Opposing Comments (2)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Please deny as this perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Abusive excessive local funding over the 20% local match, an all too common practice by STL County that has resulted on poor budget oversight.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Abusive excessive local funding over the 20% local match, an all too common practice by STL County that has resulted on poor budget oversight.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>St. Louis County – Dunn Road - 2028</p>
<p>Opposing Comments (1)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Please deny as this perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Abusive excessive local funding over the 20% local match, an all too common practice by STL County that has resulted on poor budget oversight.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>St. Louis County – McKnight Road - 2028</p>
<p>Opposing Comments (2)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Please deny as this perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

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<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>St. Louis County – Old Halls Ferry Road - 2028</p>
<p>Having Concerns (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Old Halls Ferry and New Halls Ferry in the area of Vaile run parallel (63034). The description is confusing. Can you clear that up? Old Halls Ferry eventually dumps into New Halls Ferry in 63136.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Opposing Comments (2)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Please deny as this perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Data shows protected separated bike lanes are a cost benefit in crash reduction.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Data shows protected separated bike lanes are a cost benefit in crash reduction.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>St. Louis County – Schulte Drive - 2028</p>
<p>Opposing Comments (2)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Please deny as this perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Abusive excessive local funding over the 20% local match, an all too common practice by STL County that has resulted on poor budget oversight.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The crash cost is imposed on citizens regardless where they live in STL County.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Abusive excessive local funding over the 20% local match, an all too common practice by STL County that has resulted on poor budget oversight.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

Attachment D - Summary of Public Comments

St. Louis County – Weber Road - 2028
Opposing Comments (1)
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Please deny as this perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The resulting crash cost impact every STL County citizen regardless where you live or work.</p>
St. Louis County – West Florissant Avenue - 2028
Opposing Comments (2)
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Please deny as this perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The crash cost are imposed on every citizen in STL County regardless where one lives or works.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
St. Louis County – White Road - 2028
Opposing Comments (2)
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Please deny as this perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Abusive excessive local funding over the 20% local match, an all too common practice by STL County that has resulted on poor budget oversight.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The resulting crash cost is incurred regardless where in STL County you live or work.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Perpetrates more crashes. No crash cost data available yet it is on the funding application. Crash cost should be provided to comment on. No mention of proven FGWA safety countermeasures, this should be provided on the page. Abusive excessive local funding over the 20% local match, an all too common practice by STL County that has resulted on poor budget oversight.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

Attachment D - Summary of Public Comments

St. Peters – Mexico Road
Comments in Support (1)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The sidewalk situation on Mexico Rd. is a disaster. Beyond the condition of the areas that are sidewalk, neither side of the road have a continual side walk. To run or walk the length of it you need to switch sides multiple times to stay on sidewalk. Can we get at least one side continually sidewalked?</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
Town & Country – Bopp Road Resurfacing and Ped Improvements
Having Concerns (1)
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Shared use paths should be 10ft wide</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
Washington – E Fifth Street
Comments in Support (2)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I totally agree with the reasons for asking for funding outlined in our STP application. As Mayor of Washington, it is important that we address aging infrastructure and this project is in an older section of town where ADA folks and pedestrians presently have virtually no access.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you for your consideration!</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I fully support this great improvement for the Great City of Washington!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
Washington – Front Street, Phase 2
Comments in Support (3)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This is a much needed improvement downtown! I drive this stretch often and is past due for this much needed upgrade/repair. This upgrade is much needed with congestion at the MO 100 intersection... at both the current volume and in preparation for future growth. Much needed!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? As Mayor of Washington I am keenly aware of the increase in costs for previously approved projects due to high inflation. This project is in the heart of our vibrant and very busy downtown area with many thousands of pedestrians and ADA limited tourists and citizens attending our many festivals and events benefitting of local economy.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you for your consideration!</p>

Attachment D - Summary of Public Comments

<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This project is a part of the Great Renaissance of the Great City of Washington. Hats off to the community and City Administrator Darren Lamb for the great infrastructure achievements being implemented. This project has my 100% support.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Washington – High Street, Phase 2</p>
<p>Comments in Support (2)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? As Mayor of Washington and as a resident living near the intersection of Front and High Streets, I personally observe both the large amount of vehicular and pedestrian traffic every day on High Street. High Street is in an older part of Washington that desperately needs all the replacements and upgrades for pedestrian and ADA compliance requested in our resubmission of the STP Grant. Costs have significantly increased and our need to see this previously approved project to completion is still very strong.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you for your consideration!</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This project will enhance the lives and safety of Washington as well as promote the continued growth of our community. I 100% support this improvement.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Washington – MO 100</p>
<p>Comments in Support (3)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? SRTA is a key program for improving safety for children.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? As Mayor of Washington I travel through this intersection nearly every day and personally experience 2 and sometimes 3-4 light cycles to cross or turn onto Hwy.100. Pedestrians and bicycle riders from the nearby Riverfront Trail will also benefit from this much needed improvement.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you for your consideration!</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The need for these turn lanes is dire for the public. this will indeed mitigate congestion, frustration, and promote safe travel, be it vehicular or pedestrian. I 100% support this project!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project?</p>

Local Program Applications Public Comment – 2024

From:

To: "TIP@ewgateway.org" <TIP@ewgateway.org>

Date: 03/21/2024 9:16 AM

Subject: Local Program Applications Public Comment – 2024

I whole heartedly support the three (3) projects that the City of Arnold has applied for in the TIP (POMME ROAD, PHASE 2; ST. JOHN'S CHURCH ROAD; and MISSOURI STATE ROAD IMPROVEMENTS). These projects are vital to the transportation system in Arnold.

FISCAL YEARS 2025-2028
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8011-27 New	FRANKLIN COUNTY SCHUCHART ROAD BRIDGE OVER BIRCH CREEK REPLACE CULVERT WITH BRIDGE - INSTALL GUARD RAIL LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Construct Bridge(s)	PE ROW IMPL Federal: \$611,644 State: \$0 Local: \$361,786	\$99,392 \$25,000 \$849,038 TOTAL \$973,430	\$99,392 \$0 \$0 \$99,392	\$0 \$25,000 \$0 \$25,000	\$0 \$0 \$849,038 \$849,038	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$973,430				
8060-25 New	UNION E MAIN ST BRIDGE OVER TRIBUTARY OF FLAT CREEK - MAPLE ST TO E MAIN ST REPLACE CULVERT WITH BRIDGE - SIDEWALK (5') LENGTH (mi): 0.17 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Resurfacing Sidewalks Federal: \$1,048,004 State: \$0 Local: \$262,002	PE ROW IMPL TOTAL \$1,310,006	\$108,404 \$20,000 \$1,181,602 \$1,310,006	\$108,404 \$0 \$0 \$108,404	\$0 \$20,000 \$0 \$20,000	\$0 \$0 \$0 \$0	\$0 \$0 \$1,181,602 \$1,181,602
					ESTIMATED TOTAL PROJECT COST: \$1,310,006				
8062-27 New	WASHINGTON FRONT STREET, PHASE 2 STAFFORD STREET TO JEFFERSON STREET RESURFACING - REPLACE SIDEWALKS - CURB/GUTTER LENGTH (mi): 0.51 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Roadway - Curb & Gutter Federal: \$1,321,532 State: \$0 Local: \$330,383	PE ROW IMPL TOTAL \$1,651,915	\$0 \$0 \$1,651,915 \$1,651,915	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$1,651,915 \$1,651,915	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,651,915				
8063-27 New	WASHINGTON HIGH STREET, PHASE 2 FRONT STREET TO FIFTH STREET RESURFACING - REPLACE SIDEWALK - CURB/GUTTER LENGTH (mi): 0.7 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Roadway - Curb & Gutter Federal: \$1,318,405 State: \$0 Local: \$329,601	PE ROW IMPL TOTAL \$1,648,006	\$0 \$0 \$1,648,006 \$1,648,006	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$1,648,006 \$1,648,006	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,648,006				
8216-25 New	WASHINGTON MO 100 AT EAST FIFTH ST LEFT TURN LANE - RIGHT TURN LANE - SIDEWALK (5') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Left-turn lanes Right-turn lanes Sidewalks Federal: \$906,273 State: \$0 Local: \$226,568	PE ROW IMPL TOTAL \$1,132,841	\$150,000 \$100,000 \$882,841 \$1,132,841	\$150,000 \$0 \$0 \$150,000	\$0 \$100,000 \$0 \$100,000	\$0 \$0 \$882,841 \$882,841	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,132,841				

FISCAL YEARS 2025-2028
TRANSPORTATION IMPROVEMENT PROGRAM
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8001-27 New	CRYSTAL CITY MISSOURI AVENUE IMPROVEMENTS CRYSTAL HEIGHTS ROAD TO 11TH STREET RESURFACING - CURB RAMPS - FLAGSHIP TO 11TH: SIDEWALK (6') LENGTH (mi): 1.0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Pedestrian Facility	PE ROW IMPL	\$114,533 \$0 \$1,369,943	\$114,533 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,369,943	\$0 \$0 \$0
			Federal: \$1,018,072 State: \$0 Local: \$466,404	TOTAL	\$1,484,476	\$114,533	\$0	\$1,369,943	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,484,476					
8002-27 New	DE SOTO W. MILLER STREET IMPROVEMENTS MAIN STREET TO DONNELLY STREET RESURFACING - RECONSTRUCT SIDEWALKS (5') - CURB RAMPS LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Pedestrian Facility	PE ROW IMPL	\$109,957 \$0 \$1,315,206	\$109,957 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,315,206	\$0 \$0 \$0
			Federal: \$977,394 State: \$0 Local: \$447,769	TOTAL	\$1,425,163	\$109,957	\$0	\$1,315,206	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,425,163					
8023-25 New	HILLSBORO NORTH BUSINESS 21 LEON HALL PARKWAY TO COLLEGE ROAD RESURFACING - RIGHT TURN LANE LENGTH (mi): 1.31 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Right-turn lanes	PE ROW IMPL	\$214,000 \$10,000 \$1,601,000	\$214,000 \$0 \$0	\$0 \$10,000 \$0	\$0 \$0 \$1,601,000	\$0 \$0 \$0
			Federal: \$1,460,000 State: \$0 Local: \$365,000	TOTAL	\$1,825,000	\$214,000	\$10,000	\$1,601,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,825,000					
8024-25 New	JEFFERSON COUNTY BROWNS FORD BRIDGE OVER BIG RIVER REPLACE BRIDGE DECK - UPGRADE GUARDRAIL LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	New Bridge Deck	PE ROW IMPL	\$175,000 \$20,000 \$1,150,464	\$175,000 \$0 \$0	\$0 \$20,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,150,464
			Federal: \$1,076,371 State: \$0 Local: \$269,093	TOTAL	\$1,345,464	\$175,000	\$20,000	\$0	\$1,150,464
				ESTIMATED TOTAL PROJECT COST: \$1,345,464					
8025-25 New	JEFFERSON COUNTY CEDAR HILL BRIDGE OVER BIG RIVER REPLACE BRIDGE DECK - UPGRADE GUARDRAIL LENGTH (mi): 0.08 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	New Bridge Deck	PE ROW IMPL	\$175,000 \$20,000 \$1,185,771	\$175,000 \$0 \$0	\$0 \$20,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,185,771
			Federal: \$1,104,617 State: \$0 Local: \$276,154	TOTAL	\$1,380,771	\$175,000	\$20,000	\$0	\$1,185,771
				ESTIMATED TOTAL PROJECT COST: \$1,380,771					

FISCAL YEARS 2025-2028
TRANSPORTATION IMPROVEMENT PROGRAM
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8027-25	JEFFERSON COUNTY	STP-S	New Bridge Deck	PE	\$175,000	\$175,000	\$0	\$0	\$0
New	TWIN RIVER BRIDGE			ROW	\$20,000	\$0	\$20,000	\$0	\$0
	OVER BIG RIVER - REPLACE BRIDGE DECK			IMPL	\$1,396,171	\$0	\$0	\$0	\$1,396,171
	REPLACE GIRDER SPAN - UPGRADE GUARDRAIL								
	LENGTH (mi): 0.06		Federal:		\$1,591,171	\$175,000	\$20,000	\$0	\$1,396,171
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0					
	PROJ PURPOSE: Preservation		Local:	\$318,234					
					ESTIMATED TOTAL PROJECT COST: \$1,591,171				

FISCAL YEARS 2025-2028
TRANSPORTATION IMPROVEMENT PROGRAM
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8201-27 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2027 (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					
8202-27 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2027 (B) REPLACE 10 BUSES	CMAQ	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					
8014-28 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2028 (A) REPLACE 9 CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,324,170	\$0	\$0	\$0	\$1,324,170
	LENGTH (mi): 0		Federal:	\$1,059,336	TOTAL	\$1,324,170	\$0	\$0	\$1,324,170
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,324,170				
	PROJ PURPOSE: Preservation		Local:	\$264,834					
8015-28 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2028 (B) REPLACE 9 CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,324,170	\$0	\$0	\$0	\$1,324,170
	LENGTH (mi): 0		Federal:	\$1,059,336	TOTAL	\$1,324,170	\$0	\$0	\$1,324,170
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,324,170				
	PROJ PURPOSE: Preservation		Local:	\$264,834					
8200-25 New	CITIZENS FOR MODERN TRANSIT/BSD DRIVING RIDERSHIP ON TRANSIT STL CITY AND STL COUNTY - MARKET RESEARCH PUBLIC OUTREACH - PLACEMAKING - EMPLOYER BENEFIT PROGRAM	CMAQ	Education/Marketing Program Transit Improvements	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$663,986	\$663,986	\$0	\$0	\$0
	LENGTH (mi): 0		Federal:	\$531,189	TOTAL	\$663,986	\$663,986	\$0	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$663,986				
	PROJ PURPOSE: Congestion		Local:	\$132,797					

FISCAL YEARS 2025-2028
TRANSPORTATION IMPROVEMENT PROGRAM
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: MULTI-STATE

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8205-26	MADISON COUNTY TRANSIT DISTRICT	CMAQ	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
New	RIDEFINDERS VANPOOL FLEET ACQUISITION - 2026 - MO			ROW	\$0	\$0	\$0	\$0	\$0
	RIDESHARE VAN REPLACEMENT - 11 TOTAL			IMPL	\$481,000	\$0	\$481,000	\$0	\$0
	COST SPLIT B/W IL CMAQ (\$120 K IL)								
	LENGTH (mi): 0		Federal: \$481,000	TOTAL	\$481,000	\$0	\$481,000	\$0	\$0
	AIR QUALITY STAT: Exempt - 93.126		State: \$0						
	PROJ PURPOSE: Congestion		Local: \$0						
					ESTIMATED TOTAL PROJECT COST: \$481,000				

FISCAL YEARS 2025-2028
TRANSPORTATION IMPROVEMENT PROGRAM
 ATT. E - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028	
8019-28 New	DARDENNE PRAIRIE	STP-S	Resurfacing	PE	\$299,648	\$0	\$299,648	\$0	\$0	
	POST ROAD, PHASE 2		Widening	ROW	\$100,000	\$0	\$0	\$100,000	\$0	
	TOWN SQUARE ROAD TO POST VALLEY DRIVE		Bicycle Facilities	IMPL	\$2,552,999	\$0	\$0	\$0	\$2,552,999	
	RESURFACING - WIDEN LANES (13.5') - SUP (10') - SIDEWALK (5')									
	LENGTH (mi): 0.62		Federal:	\$1,299,872	TOTAL	\$2,952,647	\$0	\$299,648	\$100,000	\$2,552,999
	AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation		State: \$0 Local: \$1,652,775	ESTIMATED TOTAL PROJECT COST: \$2,952,647						
8029-25 New	LAKE SAINT LOUIS	STP-S	Roadway Reconstruction	PE	\$300,000	\$300,000	\$0	\$0	\$0	
	LAKE SAINT LOUIS BLVD SOUTH, PHASE 3		Bi-directional Left-turn Ln.	ROW	\$125,000	\$0	\$125,000	\$0	\$0	
	HAWK RIDGE TRAIL TO 1200' S/O ORF RD - RECONSTRUCT		Bicycle Facilities	IMPL	\$3,097,100	\$0	\$0	\$0	\$3,097,100	
	TWLTL - SHARED USE PATH (10-14') - SIDEWALK (6') - LIGHTING									
	LENGTH (mi): 0.41		Federal:	\$2,817,680	TOTAL	\$3,522,100	\$300,000	\$125,000	\$0	\$3,097,100
	AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation		State: \$0 Local: \$704,420	ESTIMATED TOTAL PROJECT COST: \$3,522,100						
8204-26 New	LAKE SAINT LOUIS	CMAQ	Right-turn lanes	PE	\$19,969	\$19,969	\$0	\$0	\$0	
	TECHNOLOGY DRIVE			ROW	\$0	\$0	\$0	\$0	\$0	
	AT TECHNOLOGY DR LOOP			IMPL	\$191,325	\$0	\$191,325	\$0	\$0	
	ADD RIGHT TURN LANE ON TECHNOLOGY DR									
	LENGTH (mi): 0.1		Federal:	\$153,060	TOTAL	\$211,294	\$19,969	\$191,325	\$0	\$0
	AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion		State: \$0 Local: \$58,234	ESTIMATED TOTAL PROJECT COST: \$211,294						
8208-27 New	MODOT	CMAQ	Traffic Signals	PE	\$0	\$0	\$0	\$0	\$0	
	MO 94		Left-turn lanes	ROW	\$656,000	\$0	\$656,000	\$0	\$0	
	AT MO D		Right-turn lanes	IMPL	\$2,397,375	\$0	\$0	\$2,397,375	\$0	
	ADD TURN LANES - ATSPM SIGNAL EQUIPMENT									
	LENGTH (mi): 0.3		Federal:	\$1,917,900	TOTAL	\$3,053,375	\$0	\$656,000	\$2,397,375	\$0
	AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion		State: \$1,135,475 Local: \$0	ESTIMATED TOTAL PROJECT COST: \$3,508,375						
8207-25 New	MODOT	CMAQ	Traffic Signals	PE	\$73,136	\$73,136	\$0	\$0	\$0	
	MO 94		Left-turn lanes	ROW	\$150,000	\$0	\$150,000	\$0	\$0	
	AT MO B		Right-turn lanes	IMPL	\$667,976	\$0	\$0	\$667,976	\$0	
	SIGNALIZATION - ADD TURN LANES									
	LENGTH (mi): 0		Federal:	\$712,890	TOTAL	\$891,112	\$73,136	\$150,000	\$667,976	\$0
	AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion		State: \$178,222 Local: \$0	ESTIMATED TOTAL PROJECT COST: \$891,112						

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COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028	
8211-26 New	O'FALLON WEST TERRA LANE AT BRYAN RD ROUNDAABOUT - REALIGNMENT - SHARED USE PATH (10') LENGTH (mi): 0.4 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Reconstruction	PE	\$1,230,354	\$1,230,354	\$0	\$0	\$0	
			Roadway Realignment	ROW	\$5,100,000	\$0	\$5,100,000	\$0	\$0	
			Bicycle Facilities	IMPL	\$6,423,000	\$0	\$0	\$0	\$6,423,000	
			Federal:	TOTAL	\$5,761,500	\$1,230,354	\$5,100,000	\$0	\$6,423,000	
			State:		\$0					
			Local:		\$6,991,854	ESTIMATED TOTAL PROJECT COST: \$12,753,354				
8032-25 New	ST. CHARLES FIRST CAPITOL DRIVE E/O KINGSHIGHWAY TO FIFTH STREET RESURFACING - BIKE LANES (6') - LANE RECONFIG. - TWTL LENGTH (mi): 0.6 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Bi-directional Left-turn Ln.	PE	\$600,000	\$600,000	\$0	\$0	\$0	
			Resurfacing	ROW	\$250,000	\$0	\$250,000	\$0	\$0	
			Bicycle Facilities	IMPL	\$5,750,000	\$0	\$0	\$5,750,000	\$0	
			Federal:	TOTAL	\$5,280,000	\$6,600,000	\$600,000	\$250,000	\$5,750,000	\$0
			State:		\$0					
			Local:		\$1,320,000	ESTIMATED TOTAL PROJECT COST: \$6,600,000				
8212-25 New	ST. CHARLES FRIEDENS ROAD SIGNALIZATION AT FAIRGROUNDS RD TRAFFIC SIGNAL - LEFT TURN LANES - SIDEWALK (5') LENGTH (mi): 0.03 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Traffic Signals	PE	\$125,000	\$125,000	\$0	\$0	\$0	
			Left-turn lanes	ROW	\$25,000	\$0	\$25,000	\$0	\$0	
			Sidewalks	IMPL	\$1,300,000	\$0	\$0	\$1,300,000	\$0	
			Federal:	TOTAL	\$1,160,000	\$1,450,000	\$125,000	\$25,000	\$1,300,000	\$0
			State:		\$0					
			Local:		\$290,000	ESTIMATED TOTAL PROJECT COST: \$1,450,000				
8033-25 New	ST. CHARLES MUEGGE ROAD INTERSECTIONS AT HACKMANN, GRAYSTONE, AND S OLD HIGHWAY 94 REPL SLABS - REPLACE SIDEWALK (5') - PUSH BUTTONS LENGTH (mi): 0.12 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing	PE	\$103,977	\$103,977	\$0	\$0	\$0	
			Sidewalks	ROW	\$0	\$0	\$0	\$0	\$0	
			Pedestrian Facility	IMPL	\$866,483	\$0	\$0	\$866,483	\$0	
			Federal:	TOTAL	\$776,368	\$970,460	\$103,977	\$0	\$866,483	\$0
			State:		\$0					
			Local:		\$194,092	ESTIMATED TOTAL PROJECT COST: \$970,460				
8213-25 New	ST. CHARLES COUNTY FIBER INTERCONNECT EXPANSION CONNECT 16 INTERSECTIONS IN ST. CHARLES COUNTY FIBER INTERCONNECTION LENGTH (mi): 9.3 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Misc traffic control items/ITS	PE	\$424,839	\$424,839	\$0	\$0	\$0	
			Traffic Signals	ROW	\$0	\$0	\$0	\$0	\$0	
				IMPL	\$2,973,873	\$0	\$0	\$2,973,873	\$0	
			Federal:	TOTAL	\$2,718,969	\$3,398,712	\$424,839	\$0	\$2,973,873	\$0
			State:		\$0					
			Local:		\$679,743	ESTIMATED TOTAL PROJECT COST: \$3,398,712				

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ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8039-26 New	ST. CHARLES COUNTY JOSEPHVILLE ROAD, PHASE 3 MO A TO 0.92 MI N/O MO A RESURFACING - SHOULDERS (5') LENGTH (mi): 0.92 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Roadway Shoulders	PE ROW IMPL Federal: State: Local:	\$375,000 \$150,000 \$2,765,000 \$3,290,000 \$0 \$1,990,000	\$375,000 \$0 \$0 \$375,000	\$0 \$150,000 \$0 \$150,000	\$0 \$0 \$2,765,000 \$2,765,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$3,290,000				
8040-26 New	ST. CHARLES COUNTY OBERHELMAN ROAD BRIDGE OVER TRIBUTARY OF DARDENNE CREEK REPLACE BRIDGE - WIDEN SHOULDERS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Bridge(s)	PE ROW IMPL Federal: State: Local:	\$125,000 \$30,000 \$725,000 \$604,000 \$0 \$276,000	\$125,000 \$0 \$0 \$125,000	\$0 \$30,000 \$0 \$30,000	\$0 \$0 \$725,000 \$725,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$880,000				
8042-26 New	ST. CHARLES COUNTY SCHWEDE ROAD BRIDGE OVER TRIBUTARY OF DARDENNE CREEK REPLACE BRIDGE - WIDEN SHOULDERS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Bridge(s)	PE ROW IMPL Federal: State: Local:	\$125,000 \$30,000 \$775,000 \$644,000 \$0 \$286,000	\$125,000 \$0 \$0 \$125,000	\$0 \$30,000 \$0 \$30,000	\$0 \$0 \$775,000 \$775,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$930,000				
8043-26 New	ST. CHARLES COUNTY SNEAK ROAD BRIDGE OVER CALLAWAY FORK OF FEMME OSAGE CREEK REPLACE BRIDGE - WIDEN SHOULDERS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Bridge(s)	PE ROW IMPL Federal: State: Local:	\$125,000 \$30,000 \$705,000 \$587,000 \$0 \$273,000	\$125,000 \$0 \$0 \$125,000	\$0 \$30,000 \$0 \$30,000	\$0 \$0 \$705,000 \$705,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$860,000				
8055-25 New	ST. PETERS JUNGERMANN ROAD, PHASE 1 BRIARWICK TRAIL TO MCCLAY ROAD REPLACE SLABS - REPLACE SIDEWALK (6') - DIAMOND GRIND LENGTH (mi): 0.57 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Sidewalks	PE ROW IMPL Federal: State: Local:	\$327,332 \$50,000 \$2,688,668 \$2,452,800 \$0 \$613,200	\$327,332 \$0 \$0 \$327,332	\$0 \$50,000 \$0 \$50,000	\$0 \$0 \$0 \$0	\$0 \$0 \$2,688,668 \$2,688,668
					ESTIMATED TOTAL PROJECT COST: \$3,066,000				

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ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8064-25	WENTZVILLE	STP-S	Roadway Improvements	PE	\$600,000	\$600,000	\$0	\$0	\$0
New	WENTZVILLE PKWY AND WEST MEYER ROAD		Traffic Signals	ROW	\$150,000	\$0	\$150,000	\$0	\$0
	SCHROEDER CREEK BLVD TO 400' S/O W PEARCE BLVD		Pedestrian Facility	IMPL	\$3,165,000	\$0	\$0	\$3,165,000	\$0
	SLAB REPL. - SIGNAL UPGRADES - CURB RAMPS								
	LENGTH (mi): 1.8		Federal: \$1,900,000	TOTAL	\$3,915,000	\$600,000	\$150,000	\$3,165,000	\$0
	AIR QUALITY STAT: Exempt - 93.126		State: \$0						
	PROJ PURPOSE: Preservation		Local: \$2,015,000						
					ESTIMATED TOTAL PROJECT COST: \$3,915,000				

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ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8016-25 New	CHESTERFIELD HIGHCROFT DR/OLD BAXTER RD BAXTER ROAD TO SCHOETTLER VALLEY DRIVE RESURFACING - REPAIR CURB/GUTTER - REPLACE SIDEWALK (5') LENGTH (mi): 0.59 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Roadway - Curb & Gutter Sidewalks	PE ROW IMPL	\$303,000 \$53,000 \$2,382,000	\$303,000 \$0 \$0	\$0 \$53,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,382,000
			Federal: \$1,916,600 State: \$0 Local: \$821,400	TOTAL	\$2,738,000	\$303,000	\$53,000	\$0	\$2,382,000
					ESTIMATED TOTAL PROJECT COST: \$2,738,000				
8203-25 New	CREVE COEUR CENTENNIAL GREENWAY AT 39 NORTH GATEWAY BLVD/RESEARCH BLVD: BAUR TO WARSON SHARED USE PATH (8-10') - NEW SIGNAL LENGTH (mi): 0.5 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Sustainable Development	CRP	Bicycle Facilities Pedestrian Facility Traffic Signals	PE ROW IMPL	\$384,000 \$64,000 \$3,360,000	\$384,000 \$0 \$0	\$0 \$64,000 \$0	\$0 \$0 \$3,360,000	\$0 \$0 \$0
			Federal: \$2,560,000 State: \$0 Local: \$1,248,000	TOTAL	\$3,808,000	\$384,000	\$64,000	\$3,360,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$3,808,000				
8017-27 New	CREVE COEUR LADUE ROAD 120' E/O EMERSON ROAD TO 400' W/O US 67 (LINDBERGH) RESURFACING - SIDEWALK IMPROVEMENTS - SIGNAL UPGRADES LENGTH (mi): 2.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Traffic Signals	PE ROW IMPL	\$175,000 \$25,000 \$1,780,000	\$175,000 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$1,780,000	\$0 \$0 \$0
			Federal: \$1,300,000 State: \$0 Local: \$680,000	TOTAL	\$1,980,000	\$175,000	\$25,000	\$1,780,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,980,000				
8020-25 New	FLORISSANT PATTERSON ROAD US 67 TO 250' N/O PATTERSON RD RESURFACE - TWO WAY TURN LN - SIDEWALK (4-6') LENGTH (mi): 0.2 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Safety	STP-S	Resurfacing Sidewalks Bi-directional Left-turn Ln.	PE ROW IMPL	\$189,000 \$320,000 \$1,300,000	\$189,000 \$0 \$0	\$0 \$320,000 \$0	\$0 \$0 \$1,300,000	\$0 \$0 \$0
			Federal: \$1,447,200 State: \$0 Local: \$361,800	TOTAL	\$1,809,000	\$189,000	\$320,000	\$1,300,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,809,000				
8021-25 New	FLORISSANT RUE ST. DENIS, PHASE 2 N LAFAYETTE STREET TO N NEW FLORISSANT ROAD RESURFACING - CURB AND GUTTER - SIDEWALK (5') LENGTH (mi): 0.27 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Roadway - Curb & Gutter Sidewalks	PE ROW IMPL	\$0 \$120,000 \$1,333,000	\$0 \$120,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,333,000	\$0 \$0 \$0
			Federal: \$1,162,400 State: \$0 Local: \$290,600	TOTAL	\$1,453,000	\$120,000	\$0	\$1,333,000	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,453,000				

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ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8028-25 New	KIRKWOOD GRANT'S TRAIL EXTENSION, PHASE 2 LEFFINGWELL N/O CLINTON PL TO LEFFINGWELL & HOLMES SHARED USE PATH - RRFB - PEDESTRIAN LIGHTING LENGTH (mi): 0.56 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	CRP	Bicycle Facilities Pedestrian Facility Roadway Lighting	PE ROW IMPL	\$445,000 \$1,049,750 \$3,341,150	\$445,000 \$0 \$0	\$0 \$1,049,750 \$0	\$0 \$0 \$0	\$0 \$0 \$3,341,150
			Federal: \$3,868,720 State: \$0 Local: \$967,180	TOTAL	\$4,835,900	\$445,000	\$1,049,750	\$0	\$3,341,150
					ESTIMATED TOTAL PROJECT COST: \$4,835,900				
8206-25 New	MODOT MO 141 INTERSECTION IMPROVEMENTS AT PARKWAY SOUTH MIDDLE SCHOOL - ADD LEFT TURN LANE AT SPRINGDALE AVE/13TH ST - ADD LEFT TURN LANE PHASES LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Left-turn lanes Traffic Signals	PE ROW IMPL	\$25,732 \$25,000 \$229,872	\$25,732 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$229,872	\$0 \$0 \$0
			Federal: \$224,484 State: \$56,120 Local: \$0	TOTAL	\$280,604	\$25,732	\$25,000	\$229,872	\$0
					ESTIMATED TOTAL PROJECT COST: \$280,604				
8209-25 New	MODOT MO D SIGNAL OPTIMIZATION SCHUETZ RD TO OGDEN AVE OPTIMIZE 22 SIGNALS ALONG CORRIDOR LENGTH (mi): 7.7 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Signal Timing Progression	PE ROW IMPL	\$199,420 \$0 \$2,512,692	\$199,420 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$2,512,692	\$0 \$0 \$0
			Federal: \$2,169,689 State: \$542,423 Local: \$0	TOTAL	\$2,712,112	\$199,420	\$0	\$2,512,692	\$0
					ESTIMATED TOTAL PROJECT COST: \$2,712,112				
8210-25 New	MODOT US 67 SIGNAL OPTIMIZATION OLD JAMESTWN-MO BTM & BLAKE-OLD ST. CHARLES OPTIMIZE 31 SIGNALS ALONG CORRIDOR LENGTH (mi): 9.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Signal Timing Progression	PE ROW IMPL	\$257,485 \$0 \$3,244,312	\$257,485 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$3,244,312	\$0 \$0 \$0
			Federal: \$2,801,437 State: \$700,360 Local: \$0	TOTAL	\$3,501,797	\$257,485	\$0	\$3,244,312	\$0
					ESTIMATED TOTAL PROJECT COST: \$3,501,797				
8009-25 New	ST. ANN WRIGHT AVENUE, PHASE 1 ST. CHARLES ROCK RD (MO 180) TO STEPHENS PLACE RESURFACING - CURB RAMPS - SIDEWALK (5') LENGTH (mi): 0.45 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Pedestrian Facility	PE ROW IMPL	\$163,560 \$169,200 \$1,163,788	\$163,560 \$0 \$0	\$0 \$169,200 \$0	\$0 \$0 \$1,163,788	\$0 \$0 \$0
			Federal: \$1,197,240 State: \$0 Local: \$299,308	TOTAL	\$1,496,548	\$163,560	\$169,200	\$1,163,788	\$0
					ESTIMATED TOTAL PROJECT COST: \$1,496,548				

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COUNTY: ST. LOUIS

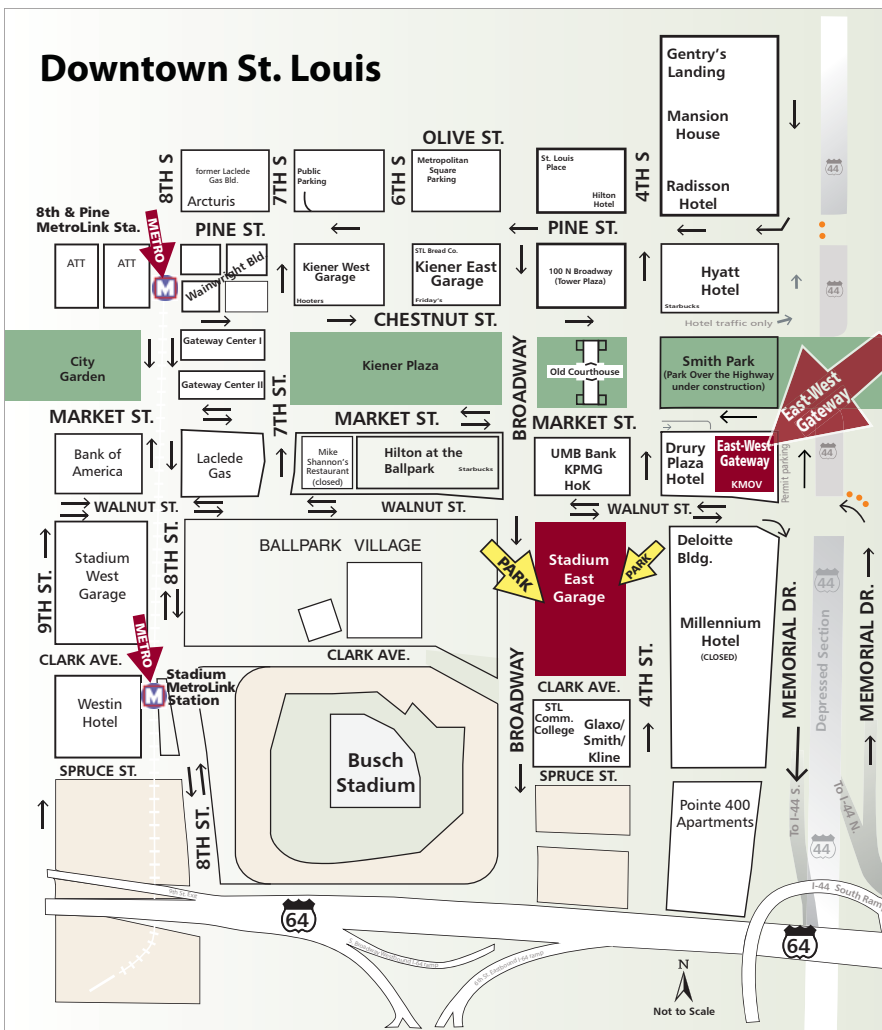
ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8046-25 New	ST. LOUIS COUNTY BAPTIST CHURCH ROAD - 2028 200' N/O CORAL RIDGE DRIVE TO TESSON FERRY ROAD RESURFACING - SIGNAL UPGRADES - CURB RAMPS LENGTH (mi): 0.61 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Traffic Signals Pedestrian Facility	PE ROW IMPL	\$633,900 \$46,397 \$5,466,400	\$633,900 \$0 \$0	\$0 \$46,397 \$0	\$0 \$0 \$0	\$0 \$0 \$5,466,400
			Federal: \$1,721,075 State: \$0 Local: \$4,425,622	TOTAL	\$6,146,697	\$633,900	\$46,397	\$0	\$5,466,400
				ESTIMATED TOTAL PROJECT COST: \$6,146,697					
8047-25 New	ST. LOUIS COUNTY BARRETT STATION ROAD - 2028 DOUGHERTY FERRY ROAD TO BIG BEND ROAD RESURFACING - SIGNAL UPGRADES - CURB RAMPS LENGTH (mi): 1.18 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Traffic Signals Pedestrian Facility	PE ROW IMPL	\$263,400 \$25,000 \$2,271,800	\$263,400 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$0	\$0 \$0 \$2,271,800
			Federal: \$1,664,130 State: \$0 Local: \$896,070	TOTAL	\$2,560,200	\$263,400	\$25,000	\$0	\$2,271,800
				ESTIMATED TOTAL PROJECT COST: \$2,560,200					
8050-25 New	ST. LOUIS COUNTY OLD HALLS FERRY ROAD - 2028 NEW HALLS FERRY RD TO VAILE AVE - RESURFACING LN RECONFIG - BIKE LANES (6-8') - SIGNAL UPGRADES LENGTH (mi): 1.66 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Resurfacing Bicycle Facilities Traffic Signals	PE ROW IMPL	\$865,600 \$369,915 \$7,140,300	\$865,600 \$0 \$0	\$0 \$369,915 \$0	\$0 \$0 \$0	\$0 \$0 \$7,140,300
			Federal: \$6,700,652 State: \$0 Local: \$1,675,163	TOTAL	\$8,375,815	\$865,600	\$369,915	\$0	\$7,140,300
				ESTIMATED TOTAL PROJECT COST: \$8,375,815					
8052-25 New	ST. LOUIS COUNTY WEST FLORISSANT AVENUE - 2028 LUCAS & HUNT ROAD TO ST. LOUIS CITY LIMITS RESURFACING - SIGNAL UPGRADES - CURB RAMPS LENGTH (mi): 1.3 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Traffic Signals Pedestrian Facility	PE ROW IMPL	\$645,000 \$441,477 \$5,562,200	\$645,000 \$0 \$0	\$0 \$441,477 \$0	\$0 \$0 \$0	\$0 \$0 \$5,562,200
			Federal: \$5,318,942 State: \$0 Local: \$1,329,735	TOTAL	\$6,648,677	\$645,000	\$441,477	\$0	\$5,562,200
				ESTIMATED TOTAL PROJECT COST: \$6,648,677					

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ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2025-2028 TOTAL	2025	2026	2027	2028
8044-25 New	ST. LOUIS LAUREL-WATERMAN BRIDGE OVER METROLINK BRIDGE REPLACEMENT - RESURFACING - REPLACE SIDEWALKS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	BRO-S	Replace Bridge(s) Resurfacing Pedestrian Facility Federal: \$4,200,000 State: \$0 Local: \$0	PE ROW IMPL TOTAL	\$600,000 \$100,000 \$3,500,000 \$4,200,000	\$600,000 \$0 \$0 \$600,000	\$0 \$100,000 \$0 \$100,000	\$0 \$0 \$0 \$0	\$0 \$0 \$3,500,000 \$3,500,000
					ESTIMATED TOTAL PROJECT COST: \$4,200,000				
8045-25 New	ST. LOUIS RIVER DES PERES BLVD LANSLOWNE AVE TO GRAVOIS AVE - RESURFACE/WIDEN LNS TRAFFIC SIGNAL AT LOUGHBOROUGH - MEDIANS - LIGHTING LENGTH (mi): 2.4 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Intersection Improvement Lighting Federal: \$15,760,000 State: \$0 Local: \$3,940,000	PE ROW IMPL TOTAL	\$2,400,000 \$100,000 \$17,200,000 \$19,700,000	\$2,400,000 \$0 \$0 \$2,400,000	\$0 \$100,000 \$0 \$100,000	\$0 \$0 \$0 \$0	\$0 \$0 \$17,200,000 \$17,200,000
					ESTIMATED TOTAL PROJECT COST: \$19,700,000				
8214-25 New	ST. LOUIS TRAFFIC MANAGEMENT ENHANCEMENTS, PHASE 7 SOUTH BROADWAY - CARROLL ST TO MARCEAU ST UPGRADE SIGNALS - CCTV CAMERAS - INSTALL FIBER LENGTH (mi): 6.1 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Misc traffic control items/ITS Federal: \$8,400,000 State: \$0 Local: \$2,100,000	PE ROW IMPL TOTAL	\$1,200,000 \$150,000 \$9,150,000 \$10,500,000	\$1,200,000 \$0 \$0 \$1,200,000	\$0 \$150,000 \$0 \$150,000	\$0 \$0 \$9,150,000 \$9,150,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$10,500,000				
8215-25 New	ST. LOUIS TRAFFIC MANAGEMENT ENHANCEMENTS, PHASE 8 NORTH BROADWAY - RIVERVIEW BLVD TO CASS AVE UPGRADE SIGNALS - CCTV CAMERAS - INSTALL FIBER LENGTH (mi): 6.8 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals Misc traffic control items/ITS Federal: \$5,600,000 State: \$0 Local: \$1,400,000	PE ROW IMPL TOTAL	\$800,000 \$150,000 \$6,050,000 \$7,000,000	\$800,000 \$0 \$0 \$800,000	\$0 \$150,000 \$0 \$150,000	\$0 \$0 \$6,050,000 \$6,050,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$7,000,000				

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.