

Project Development Workbook

Transportation Alternatives Program

2025 Call for Projects

For the St. Louis Region

Guidance Document for TAP Project Development

The TAP Project Development Workbook, TAP application forms, and supplemental materials are available for download on the EWG Call for Projects web page: <https://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/tip-call-for-projects-2025/>



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

November 2024

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I. INTRODUCTION

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

II. PROGRAM INFORMATION

BACKGROUND

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

FHWA POLICY

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

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

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

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

POLICY FRAMEWORK

A Metropolitan Planning Organization (MPO) is required to develop fiscally constrained long-range transportation plans and a short-range Transportation Improvement Program (TIP). EWG, as the designated MPO for the St. Louis region, selects projects in accordance with the principles and framework identified in the long-range transportation plan (LRTP), *Connected2050*² (adopted June 2023). The TIP³ contains the financial and implementation schedule for all projects receiving federal transportation funding, including TAP funds.

The EWG Bicycle Planning Guide⁴, released in 2018, places emphasis on evaluating the level of traffic stress of bicycling environments and developing context-sensitive solutions. It provides guidance for communities in selecting appropriate bicycle facility types and growing their bicycle network. A list of additional bicycle and pedestrian resources is included in [Appendix A](#).

III. ELIGIBILITY INFORMATION

MPO BOUNDARY

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

ELIGIBLE PROJECT SPONSORS

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

PROJECT ELIGIBILITY

Projects must be consistent with the guiding principles outlined in *Connected 2050* and have a direct relationship to surface transportation as well as meet federal TAP requirements. Eligible activities under TAP include:

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

² LRTP: <https://www.ewgateway.org/transportation-planning/long-range-transportation-planning/>

³ TIP: <https://www.ewgateway.org/transportation-planning/transportation-improvement-program/>

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

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

INELIGIBLE ACTIVITIES

Items not eligible for TAP funding include:

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

AVAILABLE FUNDING

Since the current federal transportation legislation expires at the end of FY 2026, some uncertainty remains about the level of funding available for programming by EWG for 2027-2029. Considering this, EWG looks to recent historical levels of funding to provide a reasonable estimate of the resources available for programming purposes. For this project solicitation, EWG anticipates the following funding targets; however, these estimates are subject to change:

Illinois:	\$2 million
Missouri:	\$15 million

FUNDING LIMITS

Given the limited amount of federal funds available, the maximum federal reimbursement for a project is \$700,000 in Illinois and \$2.5 million in Missouri. However, sponsors can submit more than one TAP project application. The sponsor will be required to prioritize projects as part of their application form. **Note:** the Illinois Transportation Planning Committee's policy is a sponsor can only receive one TAP project per funding round.

MATCH REQUIREMENTS

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

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

FUNDING TYPE

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

ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

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

OTHER ELIGIBILITY REQUIREMENTS

To sponsor a TAP project, an applicant must follow the state and federal rules for using federal funds:

- The project must meet at least one of the eligible TAP activities, or eligible under the SRTS program.
- For SRTS non-infrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a school (Kindergarten through 12th grade). Other eligible SRTS non-infrastructure activities do not have a location restriction.
- The project must have a direct relationship to an intermodal transportation system in terms of function, impact, and/or proximity.

- **Function:** The project has a functional relationship to the transportation system (e.g., the construction of bicycle or pedestrian facilities).
- **Impact:** The project has a physical impact on the transportation system (e.g., creating a wetland to filter water runoff from the highway). Projects with this type of transportation relationship are usually associated with ongoing or planned highway projects.
- **Proximity:** The project is adjacent to or is in close proximity to the transportation system and is visible to the general public (e.g., construction of an overlook, removal of outdoor advertising). Proximity alone is not enough to establish the relationship to surface transportation.
- All projects must have logical termini. For bicycle and pedestrian facilities, logical termini usually represent a roadway intersection, connection with another facility, or delivery to a destination. Having logical beginning and ending termini creates independent utility, or a usable facility, even if the project is not expanded in future phases.
- The funded activities must be accessible to the general public or targeted to a broad segment of the population.
- The project sponsor must maintain all records and receipts as required by procedures established by FHWA, Federal Transit Administration (FTA), and IDOT or MoDOT.
- All project sponsors must certify that matching funds are available to implement the project.
- All applications must indicate the Person of Responsible Charge for each phase of work.
 - Missouri project sponsors and consultants are required to complete Local Public Agency (LPA) Basic Training to be certified as a Person of Responsible Charge. This training must be completed online prior to federal funds being obligated for the project. Certification is valid for two years.
 - MoDOT Local Public Agency Basic Training Program: <https://www.modot.org/training-opportunities>
- All project sponsors are required by law to comply with the Americans with Disabilities Act (ADA) of 1990 and Title VI of the Civil Rights Act of 1964.
- All project sponsors are required by law to comply with Buy America.
- All project sponsors must certify that the project will adhere to the Uniform Relocation and Real Property Acquisition Policies Act of 1970.
- Missouri project sponsors must certify that the project will comply with the Policy on Reasonable Progress.
- The funded activity must provide public access for at least 25 years. The property must be either owned by the project sponsor or involve a permanent lease.
- The project sponsor must demonstrate adequate plans for and commit to ongoing maintenance costs for the expected life of the project, which should be at least 25 years.

IV. PROJECT DEVELOPMENT PROCESS

PROJECT TYPES

There are three separate project application forms, depending on project type:

- Bicycle and pedestrian facilities, including SRTS infrastructure
 - Construction of on-road and off-road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and ADA compliance.
- SRTS non-infrastructure activities
 - Activities to encourage walking and bicycling to school, including public awareness campaigns, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, and funding for training, volunteers, and managers of programs.
- Community improvement and environmental mitigation activities

- Construction of turnouts, overlooks, and viewing areas; inventory, control, and removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management practices in transportation rights-of-way; archeological activities related to implementation of a transportation project; stormwater management, control, and water pollution prevention and abatement; reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity.

SCHEDULE AND FINANCIAL PLAN

Sponsors are required to completely fill out a project development schedule and financial plan in the application. If a realistic schedule and financial plan is not incorporated at the time of application, it could lead to cost overruns and project delays. Cost overruns due to inflation and commodity increases are the responsibility of the sponsor. The goal of the federal-aid program is for sponsors to deliver their projects.

In both Illinois and Missouri, federal funds can be programmed on preliminary engineering, right-of-way acquisition, and construction/construction engineering. Keep in mind that no more than one federally reimbursable phase of work can be scheduled in the same fiscal year.

The time frames shown below represent maximum times and deadlines for project delivery; schedules will vary for each project, and this will depend on if preliminary engineering and/or right-of-way acquisition is locally funded, or the project does not require right-of-way acquisition. Progress towards implementation will be measured against the schedule submitted by the sponsor.

Activity	Maximum Time Frame	Projected Schedule (finish date)	Funds Obligated?
Award Notification from EWG	1 Month	October 2025	No
Execute Program Agreement	6 Months	March 2026	No
Engineering Services Contract (ESC) Submittal and Approval	7 Months	April 2026 <i>(FY 2026)</i>	Yes
Environmental Review Process – NEPA Classification	15 Months	December 2026	No
Preliminary Plan Development and Approval	9 Months	January 2027	No
Public Meeting/Hearing	1 Month	Variable	No
Right-of-Way Plans Development, Submittal, and Acquisition Authority (A-Date)	6 Months	June 2027 <i>(FY 2027)</i>	Yes
Railroad/Utility Coordination	28 Months	September 2028	No
Environmental Review Process – NEPA Clearance	21 Months	September 2028	No
Right-of-Way Acquisition	15 Months	September 2028	No
Plans, Specifications, and Estimate (PS&E) Development and Submittal	21 Months	June 1, 2029	No
PS&E Review and Approval	3 Months	September 2029 <i>(FY 2029)</i>	Yes
Advertising for Bids, Bid Letting, and Bid Concurrence	6 Months	March 2030	Obligation May Be Modified
Project Construction	Variable	Variable	No

Below details the funding availability by fiscal year and phase of work:

FY 2026 -	Preliminary engineering (PE) <u>or</u> right-of-way (ROW) acquisition <i>if</i> PE is locally funded
FY 2027 -	Right-of-way (ROW) acquisition
FY 2028 or FY 2029 -	Construction (including construction engineering)/implementation

Note:

- **The sponsor may request construction/implementation funding for an earlier year (e.g., PE is locally funded and/or right-of-way acquisition is not required or minimal).**

- Plan accordingly for utility and/or railroad coordination. Utility relocation and railroad coordination can become one of the greatest risk factors to the schedule and cost of the project.
- The evaluation of environmental and cultural impacts must be submitted as early as possible in the design process to ensure sufficient time for reviews and clearances. It is suggested to start the process no more than 180 days after the sponsor is awarded the project.
- No more than one federally reimbursable phase of work (i.e., preliminary engineering, right-of-way acquisition, and construction) can be scheduled in the same fiscal year.
- Many stages can occur concurrently.
- A more detailed sample schedule is provided on the EWG web page.

USING FEDERAL FUNDS FOR TRANSPORTATION PROJECTS

If you cannot afford to build a project solely with local resources, federal funds may be an option. However, it is essential to consider the regulatory and administrative challenges associated with these funds. Projects funded through federal monies require specific standards, business practices, construction management, and local matching funds. These requirements can add time, cost, and complexity to your project (e.g., right-of-way, utilities, and environmental impacts can add months or years to a project). Please familiarize yourself with what a federal-aid project entails:

IDOT Bureau of Local Roads and Streets Manual

<https://public.powerdms.com/IDOT/documents/2096656/Local%20Roads%20and%20Streets%20Manual>

MoDOT Local Public Agency Policy

http://epg.modot.org/index.php?title=Category:136_Local_Public_Agency_%28LPA%29_Policy

POLICY ON REASONABLE PROGRESS – MISSOURI

EWG has a Policy on Reasonable Progress, and sponsors must certify in the application that failure to meet all of the reasonable progress requirements will result in the federal funds being revoked. Sponsors are required to fill out a project development schedule and a financial plan. Reasonable progress will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the fiscal year identified in the project development schedule, for each phase of work. If a project is delayed, the sponsor can request a project extension for the construction phase, however, this should not be typical practice. Sponsors are required to report on the project each month, and lack of responsiveness resulting in missed milestones or deadlines can impact funding or schedule extension requests.

Note: a sponsor may request to advance a project; there is no penalty with advancing projects.

COORDINATION BETWEEN AGENCIES

Project sponsors need to coordinate with other affected agencies in the project limits. Letters of support must be submitted to EWG no later than **March 7, 2025**.

- The project sponsor must include a letter from the agency with jurisdiction over the facility stating its approval of and cooperation on the project.
- If the project is impacting signals owned by a different jurisdiction, a letter of coordination is required.
- If the sponsor is submitting a joint application with an adjoining jurisdiction, one agency may submit the application as the primary sponsor. A letter of support (both project and financial) to document participation is required from the adjoining jurisdiction.
- Requests for letters of support for projects that impact MoDOT facilities should be submitted to the Area Engineer by **January 7, 2025**. A checklist outlining the minimum project information to be submitted with the support letter request is available from MoDOT's Area Engineer. MoDOT may withhold letters of support if the project sponsor fails to adequately address impacts to MoDOT's facilities. Visit MoDOT's website at www.modot.org/areaengineers for an interactive map to determine the appropriate Area Engineer contact.
- Request for letters of support that impact IDOT facilities should be submitted to the Local Roads Field Engineer by **January 7, 2025**. IDOT may withhold letters of support if the project sponsor fails to adequately address impacts to IDOT's facilities.

- If the project is on a transit route and the project impacts transit stops (i.e., adding an ADA bus pad, relocating bus stop) along the corridor, provide a letter from the transit agency (i.e., Bi-State Development, Madison County Transit District, St. Clair County Transit District) with their review and comments on the project. Requests for letters of support should be submitted to the transit agency by **January 7, 2025**. Please contact EWG staff for contacts at these agencies.

V. SUBMITTAL PROCESS

DEADLINE, APPLICATION, AND SUBMISSION INSTRUCTIONS

The call for projects begins **November 4, 2024** and ends on **February 7, 2025** at 4:00 p.m. Applications received after the deadline will not be accepted.

The application forms are provided in PDF format and allow applicants to fill-out the necessary information. Viewing and utilizing the applications will require the installation of Adobe Reader. A free download of the software can be obtained here: <http://get.adobe.com/reader/>. **Please save the application to your computer before filling out the necessary information.** Rename the PDF file using the following format: 2025TAP_[Sponsor]_[Project Name].pdf. Additional pages may be attached to the application if necessary to address questions in the application.

To apply, email the completed application and necessary attachments to EWG at TAP@ewgateway.org. The electronic submission must include scanned signatures. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff. Please submit electronic versions only; hard copies will not be accepted. The information provided in this application is public record.

APPLICATION FEE

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

The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the EWG web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT). Mailed application fees must be postmarked by **February 7, 2025**. For check payments, send the TIP Application Fee Payment Information Form and check to:

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

For EFT payments, send the TIP Application Fee Payment Information Form via email to tipappfees@ewgateway.org. EFT payments are due by **February 14, 2025**.

VI. SELECTION PROCESS

EVALUATION CRITERIA

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

APPROVAL PROCESS

Once EWG staff has reviewed, evaluated, and ranked the TAP projects, project scores are presented to the Illinois and Missouri Transportation Planning Committees (TPC) for funding recommendations. Following the TPC meetings, the recommended projects are incorporated in the TIP. After a public comment period, the TIP is presented to the EWG Board of Directors for approval. The TIP is reviewed by FHWA and FTA, in consultation with the Environmental Protection Agency (EPA), to determine project eligibility and compliance with air quality requirements. After the approval of the TIP by these federal agencies, projects included therein are eligible to receive federal funds. Project sponsors then work directly with their respective state department of transportation to begin project implementation. Any deviations from scope of work as proposed in the application require approval from EWG staff. TAP scope of work cannot be altered due to stipulations of third-party match source.

PUBLIC COMMENT

It is the policy of EWG to encourage involvement by the public in the transportation decision-making process. Following the application deadline, EWG will release a list of submitted applications for public comment on the EWG website from March 12 to March 26, 2025. The comments will be summarized and submitted to the TPC prior to its May meeting to make recommendations for funding. The recommended projects will be included in the draft FY 2026-2029 TIP, which will be released for public comment from June 27 to August 1, 2025.

VII. PROGRAMMING PROCESS

PROGRAMMING POLICY

The following set of policies assist EWG staff and the TPCs in reaching consensus on the program of local projects:

- All projects must be consistent with clean air requirements and conform to the state’s implementation plan for air quality.
- All projects must have a financial plan that demonstrates how the sponsor will pay for the project.
- Projects must have a reasonable, demonstrated degree of political and community support.
- Provisions are made to encourage reasonable program equity among the counties.
- Efforts are made to obtain the maximum advantage of flexibility in the use of financial resources and ensure full use of federal, state, and local funds available to the region.
- In Illinois, a sponsor can only receive one TAP project per funding round. (*IL TPC Policy*)

CALL FOR PROJECTS SCHEDULE

The schedule for the EWG process to solicit, review applications, and select projects for funding is provided below. The submission deadline will not change, but the dates of other steps in the process may be subject to change. EWG staff is available to assist project sponsors as needed during the application period.

DATE	ACTIVITY
November 4, 2024	Call for projects – TAP application forms posted online
November 12, 2024	Project Development Workshop – Virtual Missouri (<i>optional to attend</i>)
November 12, 2024	Project Development Workshop – Virtual Illinois (<i>optional to attend</i>)
November 13, 2024	Project Development Workshop – Missouri (<i>optional to attend</i>)
November 14, 2024	Project Development Workshop – Illinois (<i>optional to attend</i>)
January 9, 10, 16 & 17, 2025	Project Review Meetings (<i>optional to attend</i>)
January 7, 2025	Deadline to submit coordination requests to affected agencies
February 7, 2025	Deadline for receipt of complete applications – application fee postmarked
February 14, 2025	EFT must be received (<i>if electronic payment of application fee utilized</i>)
Early May 2025	IL/MO TPC meetings – project recommendations for inclusion in TIP
May 28, 2025	Present TPC recommendations to EWG Board of Directors
June 25, 2025	Present draft TIP to EWG Board of Directors
June 27 – August 1, 2025	Public comment period
August 27, 2025	TIP presented to EWG Board of Directors for final approval

PROJECT DEVELOPMENT WORKSHOPS

EWG will host four project development workshops to provide information on TAP, including program eligibility and requirements, project applications, scoring criteria, and available funding. The workshop will be offered both in-person or virtually. Attendance is not required for project sponsors to participate in this funding opportunity but is strongly encouraged. The information presented at the meetings will be relevant by state. Registration is available on the EWG web page. Recordings of the virtual workshops will be posted on the EWG web page after the event. Meeting information is provided below:

Missouri:	November 12, 2024 9:00-11:30 AM	Virtual – Missouri GoTo Webinar
Illinois:	November 12, 2024 1:00-3:30 PM	Virtual – Illinois GoTo Webinar
Missouri:	November 13, 2024 9:00-11:30 AM	MoDOT Transportation Management Center, Conference Room 209 – 14301 S Outer Forty Rd., Chesterfield, MO 63017
Illinois:	November 14, 2024 9:00-11:30 AM	IDOT District 8 Office – Regional Conference Room 1102 Eastport Plaza Dr., Collinsville, IL 62234

PROJECT REVIEW MEETINGS

EWG will host project review meetings for project sponsors that plan to submit a TAP application. The review meetings provide an opportunity for project sponsors to meet with EWG staff to discuss various components of the proposed project, including project concepts, eligibility, project schedule, etc. Sponsors will be able to sign up for a 30-minute time slot, from 9:00 a.m. – 12:10 p.m., on the following days:

- January 9
- January 10
- January 16
- January 17

This workshop is intended for project sponsors that have at the very least a specific project concept to present for review. Sponsors are required to submit a Project Review Meetings Information Form or draft application before the workshop so the panelists can gain some knowledge of the projects they will be reviewing. Each sponsor may bring no more than two projects to discuss in a half-hour time slot. Attendance at this workshop is encouraged, but not required to submit a project application. Registration for the workshop and the Project Review Meetings Information Form will be available in late-November on the EWG web page.

VIII. QUESTIONS

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

APPENDIX A. BICYCLE AND PEDESTRIAN RESOURCES

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B. SCORING CRITERIA

Bicycle and Pedestrian Facility Scoring Criteria

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

Local Match: 3 points (based on local match of federal funds for each federally funded phase)	
3	35% local match or greater
2	30% - 34.9%
1	25% - 29.9%
0	20.1% - 24.9%
Equity Emphasis Areas: 5 points https://ewgateway.maps.arcgis.com/apps/instant/compare/index.html?appid=32d0adc81d7642ffbf6fa831f0e161f8	
5	Disadvantaged community (CEJST) and very high Transportation Equity Population (TEP) concentration
4	CEJST and high TEP concentration
3	CEJST and medium TEP concentration / Not CEJST and very high TEP concentration
2	CEJST and low TEP concentration / Not CEJST and high TEP concentration
1	Not CEJST and medium TEP concentration
0	Not CEJST and low TEP concentration
Planning: 5 points	
5	Project is cited as a <u>priority</u> in an adopted plan, and plan was developed and adopted within five years of application deadline (submit applicable pages from plan)
4	Project is cited as a <u>priority</u> in an adopted plan, and plan was developed and adopted more than five years prior to application deadline (submit applicable pages from plan)
3	Project is <u>consistent</u> with planning document (submit applicable pages from plan)
2	The municipality has a Complete Streets ordinance or policy (submit ordinance or policy)
0	Project is not consistent or not mentioned in a locally adopted plan, or is a stand-alone, isolated idea
Multi-jurisdictional Projects: 2 points	
2	Project constructed in multiple jurisdictions (letter of support required)
0	Project constructed in one jurisdiction
Land Use - Population and Employment Index (PEI) (½ mile buffer): 8 points (see map on page 15)	
8	PEI 3+
6	PEI 2 - 2.9
4	PEI 1 - 1.9
2	PEI 0 - 0.9
Schools (K-12; university): 5 points	
5	Within ¼ mile of school
3	Within ½ mile of school
0	Not within ½ mile of school
Community Resources: 5 points (see examples on page 16)	
5	Within ¼ mile of community resource
3	Within ½ mile of community resource
0	Not within ½ mile of community resource
Tourism, Cultural or Environmental Resources: 3 points	
3	Within ¼ mile or project is on a "Main Street"
1	Within ½ mile
0	Not within ½ mile
System Connectivity: 25 points (see examples on page 16)	
25	New facility provides a high level of connectivity
23	Upgrade provides a high level of connectivity
20	New facility provides a medium level of connectivity
18	Upgrade provides a medium level of connectivity
15	New facility provides a low level of connectivity
13	Upgrade provides a low level of connectivity
5	No connectivity

Safety: 10 points (see FHWA proven bicycle/pedestrian or STEP "Spectacular Seven" countermeasures below) https://ewgateway.maps.arcgis.com/apps/mapviewer/index.html?webmap=fb33e16644d74ba0bec2b8734b9a2bf7	
10	The project is included on either the Regional HIN 2 – VRU pedestrian or bicyclist corridors or intersections <u>AND</u> project addresses the safety issue with FHWA proven safety countermeasure(s) or STEP "Spectacular Seven" countermeasure(s).
8	The project is <i>not</i> included on either the Regional HIN 2 – VRU pedestrian or bicyclist corridors or intersections <u>BU</u> T the project addresses the safety issue with FHWA proven safety countermeasure(s) or STEP "Spectacular Seven" countermeasure(s).
0	No crashes and no FHWA/STEP bicycle or pedestrian countermeasure
Pedestrian-scale lighting (lighting directed towards sidewalk, luminaries are mount 12' to 14' above sidewalk): 2 points	
2	New/upgraded pedestrian-scale lighting along bicycle/pedestrian facility
0	No pedestrian-scale lighting as part of scope
Barrier Elimination: 2 points	
2	Removal of total barrier (i.e., a person physically cannot get to a location by walking or bicycling; there is no other reasonably direct, suitable route alternative within a ½ mile radius)
1	Removal of minor barrier (i.e., a person must take a less direct route than desirable, within a ½ mile radius)
0	Does not eliminate barrier or no barrier present
Facility Measure: up to 20 points (see examples on page 17)	
Up to 20	The before level of traffic stress will be evaluated, followed by a prospective evaluation of the post-project level of traffic stress. The difference between these two conditions will provide a measure of the magnitude of improvements. The difference between these two conditions will be multiplied by 5, for a total of 20 possible pts. Low stress - - 4 Medium-low stress - - 3 Medium stress - - 2 Medium-high stress - - 1 High stress - - 0
Facility Buffer: 3 points (see examples on page 17)	
3	Buffer between road and facility on high speed/volume corridor
1	Buffer between road and facility on low speed/volume corridor
0	No buffer
Environmental Quality: 2 points	
2	Multiple green infrastructure elements https://www.epa.gov/green-infrastructure/what-green-infrastructure
1	One element
0	None
100	Total Points

Community Resources examples

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

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

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

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

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

System Connectivity examples

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

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

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

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

Facility Measure examples

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

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

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

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

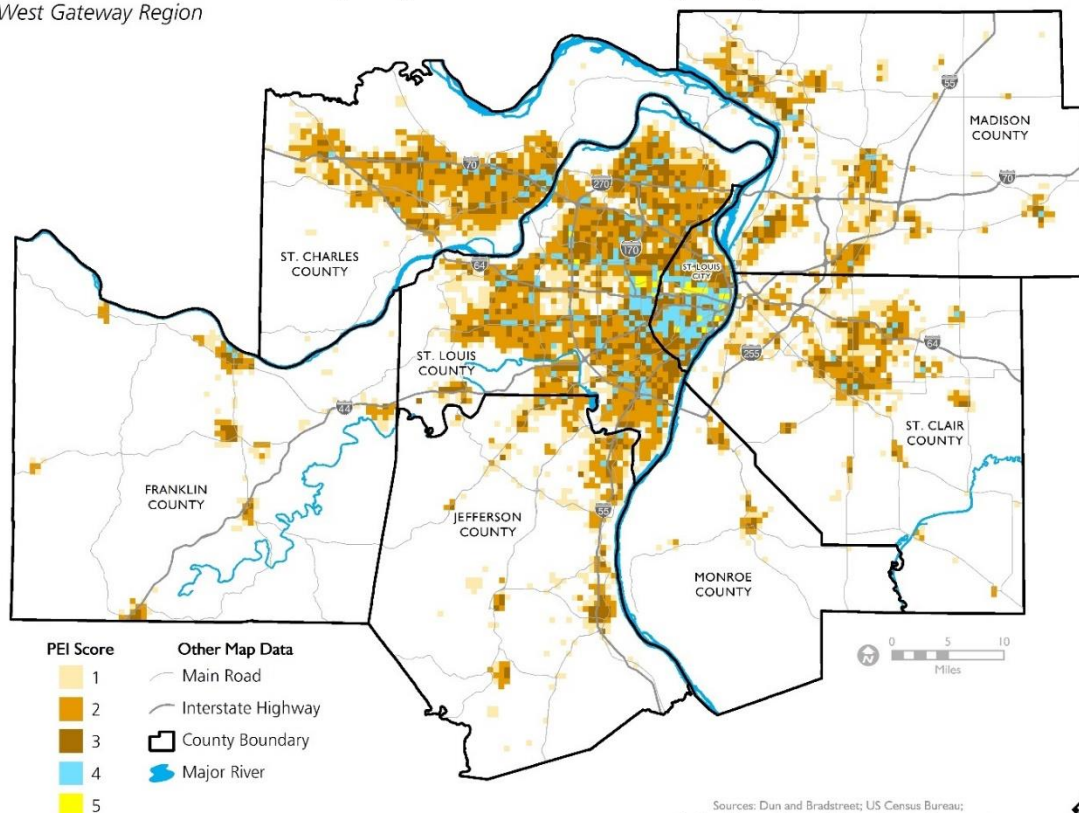
High stress - - Bicycle: non-existent bike facilities on roads at ≥ 30 mph or $\geq 3,000$ AADT; existing high stress facility (e.g., conventional bike lane on 40 mph road); "Share the Road" or "Bikes May Use Full Lane" signage where not warranted. Pedestrian: non-existent pedestrian facilities; existing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

Facility Buffer examples

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

Population and Employment Index (PEI)

East-West Gateway Region



Sources: Dun and Bradstreet; US Census Bureau; the Travel Demand Model; HERE; Local County Governments; East-West Gateway Council of Governments

EAST-WEST GATEWAY
Council of Governments
October 2024

Safe Routes to School Non-Infrastructure Scoring Criteria

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

Budget: 2 points	
2	Budget is complete and in-kind/donations listed. Budget is detailed and comprehensive justifications for expenses are provided.
0	Budget is not reasonable and/or has insufficient detail, and/or contains ineligible costs
Serving Economically Disadvantaged Populations: 3 points	
Percent of students that qualify for a free or reduced price lunch	
3	40% or greater
2	25% - 39.9%
1	10% - 24.9%
0	Less than 10%
Students served: 6 points total	
Percent of students currently walking and bicycling to school	
3	5% or greater
2	2% - 4.9%
1	Less than 2%
Percent of students at school(s) expected to benefit from the project	
3	50% or greater
1	30% - 49.9%
0	Less than 30%
Project Partners: 15 points total	
5	Application includes other letters of support (letter of support from the school superintendent or principal is required) Several: 5 Few: 2
5	Partners do not simply support project but are responsible for some aspect of the project. If there is support, but partners are not responsible for any aspects of the project, 2 points will be awarded.
5	Project engages the broader community beyond the school, students, faculty/staff, and parents
Planning: 10 points total	
3	The project is supported by a SRTS plan, safety audit, or other local planning effort, the municipality has adopted a Complete Streets Policy, or the municipality has an ADA Transition Plan for transportation (sidewalks and curb ramps in the public right-of-way)
2	Pre-Student Travel Tally and Parent Survey completed and attached
5	The local municipality and/or the school has demonstrated support for walking and bicycling through events like Walk to School Day, bicycle rodeos, walk audits, etc.
Existing Conditions and Problem Identification: 10 points	
10	The problem is described in sufficient detail. Information should include physical and perceived obstacles and risks to children, including children with disabilities. Applicant provides applicable background information (e.g., crash data, traffic counts, number of students that currently walk or bike to/from school each day). If the demonstration of need is not provided, zero points.
Action Plan: 15 points total	
10	The action plan is described clearly and in sufficient detail to provide an understanding of the proposed program with goals, objectives and outcomes, measurement of deliverable, timeframe, and responsible person. Changes that will occur at the school(s) or district as a result of the project are clearly stated to the project's goals and objectives. If action plan is not clearly identified, zero points.
5	Project manager is clearly identified and signed statement on roles and responsibilities and relevant experience and qualifications is attached
Project Benefits: 20 points total	
5	Project benefits a low-income or underserved community
5	Project provides safety education
5	Project includes multiple engagement activities
5	Project improves the skills needed for students to safely walk and/or bike to school

Multi-Modal: 2 points	
2	Project supports <u>both</u> walking and bicycling activities
Evaluation: 7 points total	
2	Post-Student Travel Tally and Parent Survey will be conducted
5	The response describes an accurate method for measuring or determining the success of the program, and the measures are appropriate to the project
Commitment: 10 points	
10	The school is committed to continue the program after federal funding is expended (e.g., train the trainers, bike/pedestrian safety lessons, wellness committees)
100	Total Points

Community Improvement Activities Scoring Criteria

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

Community Improvement Activities include:

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

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

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

Environmental Mitigation Activities Scoring Criteria

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

Environmental Mitigation Activities include:

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

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