



City of University City, Department of Public Works and Parks
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Addendum #1

December 21, 2018

University City STP – Westgate Application FINAL

Project Number: STP-5402(616)

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**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM
SURFACE TRANSPORTATION PROGRAM - SUBALLOCATED FUNDS (STP-S)
NEW PROJECT APPLICATION**

PROJECT RECORD NUMBER

Before starting new applications, select "Clear Form and Create New Project". Applications with no record number cannot be saved. The project number will be needed if you wish to retrieve/edit/print the application at a later time.

Select one:

Application withdrawn

Preliminary complete (ready for comments)- Due January 26, 2017 - Optional

Final complete - Due March 2, 2017

Signatures, Supplemental Information, and Application Fee - Due March 2, 2017

A. SPONSOR INFORMATION

Sponsoring Agency:

Chief Elected Official:

Address:

City:

State:

Zip:

E-Mail:

Project Contact:

Title:

Address:

City:

State:

Zip

Phone:

Fax:

E-mail:

Application Contact:

E-Mail:

Phone:

B. PROJECT INFORMATION

Project Title:

Project Limits (i.e., Taylor Ave to Moss St or over Moss Creek - include map):

Is this project a continuation of, or is it otherwise related to, another project that previously was programmed in the TIP? If so, explain this relationship.

Has your agency previously competed for funds for this specific project? If so, when?

**Does your agency own and maintain this facility?
facility owner.**

If no, a letter of support is required from the

Project Priority Area:

Type of Improvement:

Type of project:

Project Length (Miles):

Estimated date of completion (MO/YEAR):

Usage (Average Daily Traffic, Ridership, etc.):

Currently

Proposed

ADT

Year

Vehicle Occupancy Rate (Regional Average=1.25):

Currently

Proposed

Federal Functional Roadway Classification (per East-West Gateway):

BRIDGE PROJECTS ONLY - Complete next four questions

Bridge Identification Number (Per state inventory):

Bridge Sufficiency Rating (Per state inventory):

Is bridge listed on state inventory as deficient?

Will there be any realignment of the connecting roadway (vertical or horizontal) as part of the bridge replacement? If yes, include sketch of proposed bridge replacement and realigned road.

Number of through traffic lanes: Currently Proposed

Number of turn lanes: Currently Proposed

Are two-way left turn lanes proposed as part of this project? If yes, give details below:

Is the terrain flat or rolling?

If the terrain is rolling, describe what measures have been taken to maximize the sight distance where the two-way left turn lanes are proposed:

Speed limit: Currently Proposed

Lane width: Currently Proposed

Shoulder width: Currently Proposed

Bridge width (gutterline to gutterline): Currently Proposed

Curb & gutter?: Currently Proposed

Sidewalks?: Currently Proposed

Sidewalk Width: Currently Proposed

Parking allowed: Currently Proposed

Will additional right of way, TSCL or easement be acquired?:

If yes,

- **Estimated additional right of way (in acres) needed:**

- **Estimated permanent easements (in acres) needed:**

- **Estimated temporary easements (in acres) needed:**

- **Any residential or commercial displacements anticipated? If yes, give details on how many and if they are residential and/or commercial.**

Right of way acquisition by:

Right of way condemnation by:

Please attach the following items, if available.

→ Traffic Flow diagram for more than 2 lane improvement

→ Scope of engineering services

UTILITY COORDINATION

Will coordination with utilities be required? If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies. Utilities must be notified of proposed improvements early in the design process.

Electric

Phone

Gas

Water

Cable TV

Storm Sewer

Sanitary Sewer

Other

Please give detail concerning potential utility conflicts / problems / issues:

Utility coordination completed by:

Designed by:

Inspection by:

RAILROAD COORDINATION

Is there a railroad crossing within or near (i.e. 500', RR Signal) project limits?

If yes, please answer the following questions:

Name of railroad crossed:

Number of crossings impacted?

Are crossings active?

What is the crossing type?

Timber

Rubberized

Asphalt

Concrete

Other (describe)

What is the width of the crossing?

Are there pedestrian or bicycle facilities impacted (within limits or within 500 feet of project limits)?

What will be done to improve pedestrian or bicycle facilities at the crossing?

AMERICANS WITH DISABILITIES ACT TRANSITION PLAN

All applicants are required to comply with the Americans With Disabilities Act (ADA) of 1990. The ADA requires any public agency with more than 50 employees to make a transition plan setting forth the steps necessary to make its facilities accessible to persons with disabilities. 28 CFR §35.150(d).

More information can be found here: http://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm#q10

Does your local public agency have more than 50 employees?

If yes, please answer the following questions:

Does your agency have an adopted ADA transition plan?¹

If no plan adopted, when is one expected to be adopted?

¹ Include the following in the project application submittal (if applicable): Attach pages of ADA transition plan only if it relates to proposed project. Do NOT attach entire plan.

C. PROJECT JUSTIFICATION/DESCRIPTION (Application will not be reviewed if Section C is not complete)

Please describe 1.) the proposed improvement, 2.) the transportation problem the improvement will address, 3.) the effect the improvement will have on the problem, and 4.) any Transportation System Management or Transportation Demand Management strategies (as described in Appendix B included in the workbook).

If the project is proposing to add capacity for single-occupant vehicles by adding lanes or by constructing a new facility, a Congestion Management Study (CMS) report may be required. The CMS requirements are described in Appendix A included in the workbook. If you are unsure if a CMS is needed, please contact Jason Lange at MO: (314) 421-4220 or IL: (618) 274-1750.

Projects must be based upon the ten principles/strategies of Connected 2040, the St. Louis region's Long Range Transportation Plan. **See page 7-9 of the STP-S workbook for more information.**

Be as specific as possible. Attach additional sheets as needed.

BICYCLE AND PEDESTRIAN FACILITIES

In March 2010 the US DOT issued its Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. The policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Bicycle and pedestrian legislation in 23 USC 217(g) states:

Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted...Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians.

Does the project include bicycle and/or pedestrian facilities?

If bicycle and/or pedestrian facilities are not included, WHY NOT? Failure to include bicycle and/or pedestrian facilities may result in the project not being funded.

If bicycle pedestrian facilities currently exist along the project limits, please answer the following questions:

EXISTING BICYCLE FACILITY

Does the current bicycle facility meet the guidelines set forth by the *American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities* (2012, 4th Edition) and/or the *National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide* (2014, 2nd Edition)?

Does the project scope include upgrading the bicycle facility to meet current guidelines?

If no, explain why the project will not meet AASHTO and/or NACTO guidelines .

BICYCLE AND PEDESTRIAN FACILITIES

Describe the bicycle facilities that currently exist along the project limits. Include widths and length for each type. (for example: shared use path, 10 feet wide, 2 miles long):

If pedestrian facilities currently exist along the project limits, please answer the following questions:

EXISTING PEDESTRIAN FACILITY

Are the pedestrian facilities along the project limits currently ADA compliant?

Describe the pedestrian facilities that currently exist along the project limits. Include the width and length of the existing sidewalk (for example: Sidewalk on north side of road, 5 feet wide, 0.5 miles long. Crosswalks at 3 signalized intersections with no pushbuttons.):

What is the Present Serviceability Rating (PSR)?²

² Include the following in the project application submittal (if applicable): PSR score, map showing evaluation locations, calculations, and pictures at each evaluation location.

BICYCLE AND PEDESTRIAN FACILITIES

If bicycle and/or pedestrian facilities are included in the project scope, please answer the remaining questions in the bicycle and pedestrian facilities section:

PROPOSED BICYCLE AND/OR PEDESTRIAN FACILITIES

Does the proposed project provide a connection that reduces a barrier to use and functionality (i.e., natural or man-made barriers, including interstates, railroads, rivers, etc.)?

If yes, identify the barrier(s):

Identify the connectivity of the bicycle/pedestrian facility resulting from the project³:
(*check all that apply*)

Project fills in a gap between existing bicycle/pedestrian facilities

Project extends an existing bicycle/pedestrian facility

Project intersects an existing bicycle/pedestrian facility

Project is adjacent to an existing bicycle/pedestrian facility

Project is a new isolated bicycle/pedestrian segment

Does the project incorporate any of the following traffic calming and/or design improvements? (*check all that apply*)

Pedestrian safety

Speed control

Volume control

None

³ Include the following in the project application submittal (if applicable): Facility map showing existing bicycle and/or pedestrian facilities and their connections to the proposed project.

BICYCLE AND PEDESTRIAN FACILITIES

If the project incorporates any traffic calming or design improvements, describe the improvements (i.e., bulb-outs, median barriers, center islands, roadway markings, improved signage and signals). Also, explain how this improvement will reinforce a safe environment for bicyclists and/or pedestrians:

PROPOSED BICYCLE FACILITY

Does the proposed project incorporate any of the following bicycle-related improvements?
(check all that apply)

Separated bike lane/cycle track/protected bike lane

Shared-use path/trail

Arterial sidepath

Bike lane with no buffer

Shared-lane markings (“sharrow”)

Wide outside lane

Paved shoulder

Share the Road signage

Bikes May Use Full Lane signage

Wayfinding/bicycle racks or parking/or other end of trip facilities

Other

None

Describe other bicycle-related improvements:

BICYCLE AND PEDESTRIAN FACILITIES

Proposed bicycle facility length:

Width of proposed bicycle facility:

Proposed bicycle facility surface (i.e. asphalt, concrete, crushed limestone, dirt, etc):

If there is an intersection along the project limits, describe any bicycle treatments at that intersection:

How many residential/commercial driveways are along the proposed bicycle segment?

How many streets/alleys does the proposed bicycle facility cross?

PROPOSED PEDESTRIAN FACILITY

Does the proposed project incorporate any of the following pedestrian-related improvements? (*check all that apply*)

Sidewalks

Sidewalk/roadway separation

Curb ramps

Pedestrian signal heads and push buttons

Marked crosswalks

Midblock crossings

Wayfinding/furniture/or other end of trip facilities

Pedestrian-scale lighting

Other

None

Describe other pedestrian-related improvements:

Proposed pedestrian facility length:

BICYCLE AND PEDESTRIAN FACILITIES

Width of proposed pedestrian facility:

Proposed pedestrian facility surface (i.e. concrete, asphalt):

If there is an intersection along the project limits, describe any pedestrian treatments at that intersection:

How many residential/commercial driveways are along the proposed pedestrian facility?

How many streets/alleys does the proposed pedestrian facility cross?

PLANNING

Is the proposed project identified in an approved or adopted plan, policy, or ordinance?⁴

Name of adopted plan, policy, or ordinance:

Adoption date of plan, policy, or ordinance:

Is the proposed project located in St. Charles County, St. Louis County or the City of St. Louis and will it construct a bicycle facility?

If yes, please answer the following questions:

Does the project provide a connection to or located on the Great Rivers Greenway River Ring?

Is the project on the Gateway Bike Plan network? – www.stlbikeplan.org

Is the proposed project located in Madison or St. Clair County and will it construct a bicycle facility?

If yes, please answer the following question:

Does the project provide a connection to projects in the Metro East Parks and Recreation District Long Range plan? - <http://bit.ly/MEPRDPLAN>

⁴ Include the following in the project application submittal (if applicable): Documentation from approved or adopted plan, policy, or ordinance – do not included entire plan documents, only include the necessary pages.

BICYCLE AND PEDESTRIAN FACILITIES

SCHOOLS/COMMUNITY RESOURCES

Does the project provide direct access to a school?⁵

If yes, please identify the school(s) and explain how the project will serve and enhance access to the school(s).

Does the project provide direct access to a community resource?⁵

If yes, please identify the community resource(s) and explain how the project will serve and enhance access to the community resource(s). Community resources include: hospitals, community centers, YMCAs, gyms, parks.

⁵ Include the following in the project application submittal (if applicable): Add schools within 1/2 mile of project, and community resources along the project limits to the bicycle/pedestrian facility connections map(see page 10).

GREAT STREETS (This section is intended to be completed only for projects that are utilizing concepts from the Great Streets Initiative)

Road construction does not just apply to moving cars and trucks faster. It's really about accommodating people, which can include such things as: traffic calming, bicycle/pedestrian accommodations, compliance with the Americans with Disabilities Act, landscaping, access management, architectural design standards, and zoning changes to encourage specified land uses and promote economic development. East-West Gateway's Great Streets Initiative helps local sponsors create a complete street. A toolbox has been created that guides sponsors to use the Great Streets template that applies to their place. Place types include: downtown main street, mixed-use district, small town downtown, residential neighborhood, office employment area, civic/educational corridor, neighborhood shops, and commercial/service corridor.

Detailed information can be found at: <http://www.ewgateway.org/greatstreets/greatstreets.htm>. If you have any questions about Great Streets, contact Paul Hubbman at: MO: (314) 421-4220 or IL: (618) 274-2750.

A Great Streets project is required to address these eight characteristics:

1. Great Streets are great places
2. Great Streets integrate land use and transportation planning
3. Great Streets are economically vibrant
4. Great Streets accommodate all users and all modes
5. Great Streets are environmentally responsible
6. Great Streets rely on current thinking
7. Great Streets are measurable
8. Great Streets develop collaboratively

Please describe below how this project incorporates each of the seven criteria. Attach additional sheets as needed.

D. PROJECT COMPOSITION

Please indicate the approximate percentage of the project that covers each of the elements below:

MODAL ELEMENTS	Total Cost
Roadway elements	%
Transit elements	%
Bicycle and Pedestrian elements	%
Port and Freight Facility elements	%
TOTAL (100%)	%

ACTIVITY TYPE	Total Cost
Replace/Rehabilitation of existing facilities	%
Expansion/Enhancement - new or expanded facilities and assets (not replacement)	%
Planning Studies - such as general program evaluation, corridor studies, MTIA or environmental analysis (not preliminary or construction engineering)	%
TOTAL (100%)	%

PROJECT FUNCTIONS	Total Cost
Preservation elements	%
Safety elements	%
Congestion elements	%
Access to Opportunity elements	%
Sustainable Development elements	%
Goods Movement elements	%
TOTAL (100%)	%

E. IMPROVEMENT EVALUATION CRITERIA (Application will not be reviewed if Section E is not complete)

Select a priority condition that is based on the primary focus area of the project. The priority condition should be the same for each focus area on pages 9-14 of this application. Pages 7-10 of the STP-S workbook details what is required supporting information for each condition.

PRESERVATION

Preservation of the existing infrastructure will be achieved by managing and maintaining current roadway, bridge, transit and intermodal assets. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information. Points will be assigned only if project will improve deficient condition and documentation of condition is provided with project application.

Priority Condition

System Condition (*describe condition and measure used*)

PRESERVATION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road	Pavement Condition 2.0-5.6 on PASER Scale AND project will improve deficient condition.	Pavement Condition less than 2.0 or 5.7-7.5 on PASER Scale AND project will improve deficient condition.	Pavement Condition greater than 7.5 on PASER Scale AND project will improve deficient condition.
Bridge	Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition.
Signal	Project will replace equipment older than 20 years, and equipment is outdated, not repairable	Project will replace equipment 10 to 20 years old and not compatible with coordinated systems	Project will replace equipment in good condition, as per industry standard
Transit	Project will replace equipment at normal replacement cycle age in FTA Circular 9030	Project will replace equipment that is non-operational /unreliable/beyond normal replacement cycle age in FTA Circular 9030	Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030
Port/Freight	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.
Bike/Ped	Average PSR rating of sidewalk 0-1 (see App F or workbook for how to rate) AND project located within ½ mile of PUI grid 3-5	Average PSR rating of sidewalk 1-2 (see App F or workbook for how to rate) AND project located within ½ mile of PUI grid 3-5	Average PSR rating of sidewalk 0-3 (see App F or workbook for how to rate) AND project located in any area

***NOTE:** Only projects that propose to replace, rehabilitate, or repair a facility or equipment can receive points in this category. Projects that propose to construct an entirely new facility receive 0 points (N/A). Systematic preventive maintenance activities (i.e., activities that are part of a planned strategy or program) intended to extend the life of the facility are eligible for funding, provided the DOT has approved the systematic strategy or program.

PRESERVATION

ROAD/BRIDGE

Is this a road/bridge preservation project?

If yes, what is the PASER rating or bridge sufficiency rating?⁶

Timely application of a pavement treatment can increase the life of the roadway. An effective pavement management system is a systematic process that provides information for use in implementing cost-effective pavement reconstruction, rehabilitation, and preventative maintenance programs. The pavement management plan (PMP) involves the evaluation of pavements on a regular basis which allows jurisdictions to accommodate current and forecasted traffic in a safe, durable, and cost-effective manner.

Is this roadway part of the local public agency's PMP?⁶

If yes, please answer the following questions:

When was the last surface preservation treatment completed on this facility?

What type of treatment?

According to the PMP, when is the next scheduled treatment proposed and the type of improvement needed?⁶

⁶ Include the following in the project application submittal (if applicable): PASER calculation score (including map showing locations of pavement evaluations and, photos at each location), bridge sufficiency rating sheet (from DOT), and/or supplementation documentation from PMP showing past and future maintenance plans of proposed road.

SAFETY

Safety and Security in Travel will be achieved by decreasing the risk of personal injury and property damage on, in, and around transportation facilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. To gain points the Crash Summary form must be included in the final application. Points only gained if countermeasure is consistent with the project scope. The Crash Summary form is found on the TIP application web page.

Total number of crashes from 2012-2014:

Number of crashes by type: Fatal Serious Injury Property Damage Only Minor Injury

Crash Rate for the proposed project location (*use formula below*):

To compute crashes per million vehicle miles use the formula:

$$\frac{\text{Average Number of Crashes per year 2012-2014} \times 1,000,000}{\text{Average Daily Traffic} \times 365 \times \text{length of project in miles}} = \text{Crash Rate}$$

Priority Condition

System Condition / Problem Addressed

SAFETY MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road/ Intersection	Crash rate per million vehicle miles is 6.0 or higher AND project addresses specific safety issues(s) related to crashes on Crash Summary form OR improves problems identified in road safety audit OR addresses fatal/serious injury crash(es)	Crash rate per million vehicle miles is 3.0 to 5.9 AND project addresses specific safety issues(s) related to crashes documented on Crash Summary form.	Accident rate per million vehicle miles is less than 3.0 AND project addresses specific safety issue(s) related to crashes documented on Crash Summary form.
Bridge	Bridge sufficiency rating less than 20 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating 20-49.9 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating greater than 50 on scale of 100 AND project will improve deficient condition.
Transit/Other	Poor condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Fair condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Good condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)
Bike/Ped	New bike/ped facility: Sidewalks on both side of road (at least 5’ wide) or dedicated multi-use path (at least 10’ wide)	New bike/ped facility: Sidewalk on one side of road (at least 5’ wide) or on-road bike lane OR new bike/ped facility: Sidewalks on both side of road (4’ to 5’ wide) or dedicated multi-use path (8’-10’ wide)	Improvements to existing facility or shared lane traffic markers

SAFETY

EXISTING CONDITION

Describe the existing non-pavement safety components along the project limits (i.e. guardrail, signage, etc):

CRASH RATE

Please complete the following crash rate questions. The **Crash Calculation Form**⁷ must be used to calculate the crash rate. The **Crash Summary Form**⁷ must be used to log a summary of individual crashes.

What are the total number of crashes from 2010-2014?

Total number of crashes by crash type:

Fatal (K on KABCO scale)⁷

Serious injury (A on KABCO scale)⁷

Minor injury (B and C on KABCO scale)

Property damage only (O on KABCO scale)

Complete the crash rate for the type of project (road segment or intersection):

2010-2014 Crash Rate – Road Segment

What is the total crash rate?

What is the fatal and serious injury crash rate?

OR

2010-2014 Crash Rate – Intersection

What is the total crash rate?

What is the fatal and serious injury crash rate?

⁷ Include the following in the project application submittal: **Crash Calculation Form** and **Crash Summary Form** (insert within application and attach excel files with electronic submittal). If applicable include fatal and serious injury crash reports (entire report – other vehicle crash reports optional).

SAFETY

COUNTERMEASURES

What safety countermeasures are being used for the proposed project and what is its Crash Modification Factor (CMF)?⁸ - List the countermeasure that best fits the project. For example: Conversion of intersection into low-speed roundabout – CMF 1.099

Are the proposed countermeasures listed in the State or County Strategic Highway Safety Plan?

If yes, list the plan(s):⁸

Was a safety study completed for this project?⁸

BICYCLE/PEDESTRIAN

Are there crashes involving bicylists, and/or pedestrians along the project limits?

If yes, please answer the following questions:

What is the total number of crashes involving bicylists?⁹

What is the total number of crashes involving pedestrians?⁹

What is the proposed countermeasure and how would the crashes be addressed?

⁸ Include the following in the project application submittal (if applicable): CMF sheet(s) (screen capture) from the CMF Clearinghouse website www.cmfclearinghouse.org, copy of pages from relevant state and/or local safety plan that shows project type, and attach safety study.

⁹ Include the following in the project application submittal (if applicable): Crash reports that include bicyclists, pedestrians, and other non-drivers.

SAFETY

Is there an undocumented safety issue?

If yes, please answer the following questions:

What is the undocumented safety issue?

What is the proposed countermeasure and how would the undocumented safety issue be addressed?

BENEFIT/COST

Is the Project Priority Area (on page 2 of application) listed as safety?

If yes, and there is a documented crash problem, what is the benefit/cost ratio?*:¹⁰

Safety Appendix - Crash Rate Formulas:

Road Segment – Total crash rate:

$$\frac{(\text{Number of total crashes}) \times 100,000,000 \text{ vehicle miles traveled}}{(\text{Project Length}) \times (\text{Project Average Daily Traffic}) \times (\text{Number of Crash Years}) \times 365}$$

Road Segment – Fatal and serious injury crash rate:

$$\frac{(\text{Number of fatal and serious injury crashes}) \times 100,000,000 \text{ vehicle miles traveled}}{(\text{Project Length}) \times (\text{Project Average Daily Traffic}) \times (\text{Number of Crash Years}) \times 365}$$

Intersection – Total crash rate:

$$\frac{(\text{Number of Accidents}) \times 100,000,000 \text{ million entering vehicles}}{(\text{Number of crash years}) \times (\text{Entering AADT}) \times 365 \text{ days/year}}$$

Intersection – Fatal and serious injury crash rate:

$$\frac{(\text{Number of fatal and serious injury crashes}) \times 100,000,000 \text{ million entering vehicles}}{(\text{Number of crash years}) \times (\text{Entering AADT}) \times 365 \text{ days/year}}$$

¹⁰ Include the following in the project application submittal (if applicable): Benefit/cost ratio calculation form.

SAFETY

Benefit/Cost ratio:

Benefit/Cost Ratio= Present Value of Benefits (**PVB**)/Present Value of Costs (**PVC**)

$$\mathbf{PVB} = \text{Annual Benefit} \times [(1 + i)^n - 1/i(1 + i)^n]$$

Annual Benefit = [(Total Number of Fatal Crashes X The Cost of a Fatal Crash*) + (Total Number of Serious Injury Crashes X The Cost of a Serious Injury Crash*) + (Total Number of Minor Injury Crashes X The Cost of a Minor Injury Crash*) + (Total Number of Property Damage Only Crashes X The Cost of a Property Damage Only Crash*)] X(Crash Modification Factor*)]

$$[(1 + i)^n - 1]/i(1 + i)^n$$

$$i = 3\%$$

n= Lifespan of countermeasure in years *

To find the PVC use the formulas below.

$$\mathbf{PVC} = \{ \text{Total Cost of Project} \times [(1 + i)^n - 1]/i(1 + i)^n \} + \{ \text{Maintenance Cost} \times \text{Lifespan of Countermeasure} \times [(1 + i)^n - 1]/i(1 + i)^n \}$$

Total Cost of Project = this includes all phases of the project (PE, ROW, and construction).

$$[(1 + i)^n - 1]/i(1 + i)^n$$

$$i = 3\%$$

n= Amount of years from the current year until the construction phase.

i.e., Current year is 2017 and project will have construction in fiscal year 2021. n would equal 5

Maintenance cost = the maintenance cost of the countermeasure

Lifespan of countermeasure= can be found in Appendix F of IDOT's Benefit-Cost Tool User Guide

$$[(1 + i)^n - 1]/i(1 + i)^n$$

$$i = 3\%$$

n= Lifespan of countermeasures in years

CONGESTION

Congestion Management will be achieved by ensuring that congestion of the region’s roadways does not reach levels which compromise economic competitiveness. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does this project increase capacity for Single-Occupant Vehicles (SOV)?

If yes, an evaluation of the impact to SOV capacity* of reasonable demand strategies that fit in the corridor must be completed. This evaluation must follow the framework of the St. Louis Region Congestion Management Process Mitigation Handbook and included with the application. See Section VI (page 12 of workbook) for more information.

Priority Condition

System Condition *(describe condition and measure used)*

CONGESTION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road/Bridge Intersection	Level of Service E or F AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service D AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service A, B or C AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)
Transit	Introduction of peak-hour transit service in a new market	Expansion of peak-hour transit service or new transit facility in an existing market	Improved transit facility
Education, Rideshare and/or Bike-Ped	Program intended to encourage use of other modes or alternatives (e.g., transit, ridesharing, carpooling)	New pedestrian or bicycle facility (non-recreational)	Improved pedestrian or bicycle facility (non-recreational)

Note:
 --Calculate Level of Service (LOS) per method outlined in the *Highway Capacity Manual*, Transportation Research Board, National Research Council, Washington, D.C. 2000.
 --If the project is a bicycle/pedestrian or transit improvement designed primarily to relieve parallel corridor (roadway) congestion - indicate peak average corresponding roadway LOS.
 – Projects must comply with the Regional ITS Standards set forth in the document titled *St. Louis Regional ITS Architecture*, July 2015. Projects with ITS elements must complete the ITS Project Consistency Statement. The statement is found on the TIP application web page.

*A study is required if the project proposes to add one or more lanes for a length of at least 1 mile (or the entire distance between major intersections) on a roadway functionally classified as an arterial or above.

CONGESTION

ROAD

Does this project include elements that would improve flow of traffic?¹¹

If yes, please answer the following questions:

Does the proposed project include any of the following congestion mitigation improvements?

Signal retiming/optimization

Bottleneck removal

Remote verification

Traffic adaptive signal control/advanced signal systems

Travel time message signs

New road¹²

Additional through lane¹²

Two way (center) turn lane
Length of turn lane

Roundabout

New traffic signal

Signal interconnection

Other (describe)

¹¹ Include the following in the project application submittal (if applicable): LOS calculations, ITS Architecture Consistency Statement if project includes ITS elements

¹² Include the following in the project application submittal (if applicable): Congestion Management Study and provide documentation that new facility will relieve congestion from other roads in area (if this project is building a new road or building through lanes to existing road then include map of locations and present ADT of surrounding roads and future ADT of roads when new road is built.

CONGESTION

What is the specific cause of congestion within the project limits? Please give a precise explanation describing why the congestion occurs.

How will the proposed improvement address congestion? Please explain how the proposed improvement will eliminate or reduce congestion within the project limits.

ACCESS TO OPPORTUNITY

Access to Opportunity will be achieved by addressing the complex mobility needs of persons living in low-income communities and persons with disabilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information such as transit lines or stops on or within 1/2 mile of proposed improvements.

Priority Condition

Access to Opportunity Measures / Problem Addressed

<i>ACCESS TO OPPORTUNITY MEASURES</i>	<i>Priority Condition</i>
	(1) Project is located within an environmental justice census tract or block, AND (2) project provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) (5pts)
	Project either provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) AND includes measures to eliminate accessibility barriers and bring a non-ADA-compliant facility into ADA compliance. (3pts)
	Includes measures to eliminate accessibility barriers and bring a non-ADA compliant facility into ADA compliance. (1pt)

*A map of environmental justice areas is included in Appendix C of the project workbook.

ACCESS TO OPPORTUNITY

ROAD/TRANSIT

Does the project intersect a transit route or is it located along a transit route?

If yes, please answer the following questions:

What is the service? (i.e Metro, Madison County Transit)?

What is the route number(s)?¹³

Does the proposed project incorporate improvements to existing transit stops, stations, park-and-ride lots, or other major transit facilities?

Describe the improvements and their relationship to the transit route (for example: ADA landing pads and benches installed at transit stops along project length. Shelter installed at Walnut St):

TRANSIT

Is this a transit vehicle replacement, rehabilitation, or refurbishment project?

If yes, please answer the following questions:

What type of project is this?

Bus replacement

Light rail vehicle or bus refurbishment/rehab

Paratransit/Call-a-ride

Other (describe)

Is the project identified in a Transit Asset Management Plan?

¹³ Include the following in the project application submittal (if applicable): Map showing location of transit route(s) in relationship to project

ACCESS TO OPPORTUNITY

How will this project improve or maintain the efficiency of the transit system?

How many vehicles are in the current fleet (for example: 30 – 30' Heavy Duty buses)?

What is the current annual systemwide ridership?

What is the proposed annual systemwide ridership?

Will this project increase frequency along an existing transit route?

If yes, please answer the following questions:

What is the current frequency along the route?¹⁴

What is the proposed frequency along the route?¹⁴

What is the current annual ridership of the route?¹⁴

Will this project create a new transit route?¹⁴

¹⁴ *Include the following in the project application submittal (if applicable): Provide transit route information for proposed expansion or new route.*

SUSTAINABLE DEVELOPMENT

Sustainable Development will be achieved by coordinating transportation, land use, economic development, environmental quality, and community aesthetics. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does the project conform with community, subarea, or corridor level needs as identified in an adopted local and/or regional land use plan, development plan, or economic development plan?

Cite adopted plan(s) that the project is identified in:

Priority Condition

Sustainable Development Measures (e.g., measures to integrate Great Streets Initiative design techniques, enhance connectivity across or between modes, promote transportation and development actions that reduce the need for travel, avoid impacts to sensitive environmental or cultural resources, etc.)

SUSTAINABLE DEVELOPMENT MEASURES <i>Priority Condition</i>
Project (1) conforms to the plan(s) identified above, AND (2) is located within ½ mile of a PUI grid 3 or higher or major activity center, AND (3) improves access to, and supports the redevelopment of an underutilized commercial, industrial, or brownfield area. (5pts)
Project (1) conforms to the plan(s) identified above, AND (2) is located within 1/2 mile of a PUI grid 3 or higher or major activity center, AND (3) improves access to, and supports the continued development of an established commercial or industrial area (3pts)
Project (1) conforms to the plan(s) identified above, AND (2) improves access to, and supports the development of a commercial or industrial area or established residential area (1pt)

*PUI = Project Utilization Index is a measure of landuse (i.e. population, employment, and retail) and transit (i.e. MetroLink stations, bus stops, transit centers). See Appendix F for more information.

SUSTAINABLE DEVELOPMENT¹⁵

GREEN INFRASTRUCTURE

Green infrastructure is a design approach to managing stormwater, the urban heat island effect, public health, and air quality. Sustainable stormwater management treats and slows runoff from impervious roadways, sidewalks, and building surfaces.

Does the proposed project include any of the following green infrastructure improvements?
(check all that apply)

None

Bioswales

Rain garden

Pervious pavement

Green bulb-outs

Other (describe)

If green infrastructure elements are included, describe their relationship to the project:

¹⁵ Include the following in the project application submittal (if applicable): Pages of adopted plans that relate to the proposed project (Do NOT attach entire plan)

GOODS MOVEMENT

Efficient movement of goods will be achieved by improving the movement of freight within and through the region by rail, water, air, and surface transportation modes. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Commercial truck volume as percentage of ADT:

Priority Condition

System Condition

GOODS MOVEMENT MEASURES	Priority Condition
(1) Commercial truck volumes are greater than 15% of ADT on the route/site AND (2) project either provides or improved intermodal connections OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). (5 pts)	
(1) Commercial truck volumes are 7% - 14.9% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). (3 pts)	
(1) Commercial truck volumes are less than 7% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). (1 pts)	

GOODS MOVEMENT

ECONOMIC DEVELOPMENT

Does this project include access to a redevelopment, business expansion, or planned industrial development? ¹⁶

If yes, please answer the following questions:

What industry best describes the business development (select one of the following)?

Agriculture

Mining, quarrying, oil/gas extraction

Utilities

Manufacturing

Wholesale trade

Retail trade

Transportation and warehousing

Information

Finance and insurance

Professional, scientific, and technical services

Health care and social assistance

Real estate, rental, and leasing

Educational services

Arts, entertainment, and recreation

Public administration

Does the proposed project provide a direct transportation linkage to the business development? A direct transportation linkage is defined as an eligible publicly-owned-and-maintained transportation facility from the entrance of the development site to a public road.

What is the name of the business development?

¹⁶ Include the following in the project application submittal (if applicable): Sketch showing location of proposed development, and documentation showing the business development is under contract or to be constructed.

GOODS MOVEMENT

How many full-time direct jobs will the business development create?

When will the business expansion, redevelopment or planned industrial development will be complete (month/year)?

FREIGHT

Is the project located within one of the 23 industrial site areas as identified in the 2014 St. Louis Regional Freight Study? Map found at <http://bit.ly/2e4LPrS>

If yes, please answer the following question:

What is the name of the industrial site area (i.e. DY, GM, etc.)?

Is the project adjacent to or directly impacts an intermodal freight facility, major freight generator, logistic center, manufacturing and warehouse industrial facility, or port?¹⁷

If yes, please answer the following questions:

What is the name of the facility?.

How does the project provide improvements to the movement of freight to and from the facility?

¹⁷ Include the following in the project application submittal (if applicable): Truck ADT. Attach sketch showing location of facility in relationship to project.

F. FINANCIAL PLAN

Please complete the following expenditure tables and attach a detailed cost estimate (an example is included in Appendix B).

Fiscal years are federal fiscal years (October 1 through September 30). See page 3 of STP-S Workbook for information regarding what phases of work may use federal funds and the years that federal funds are available. Federal participation for a phase may not exceed 80% in Missouri and 75% in Illinois. Each phase using federal funds must be at the same percentage. To delete a number in the table below, enter '0'. Pressing the delete button or backspace will not save onto EWG servers.

PROJECT BUDGET	FY	FY	FY	TOTAL
PE/Planning/ Environ. Studies				
Right-Of-Way				
Implementation				
Construction Engineering				
Total				
TOTAL				

SOURCE OF FUNDS	FY	FY	FY	TOTAL
STP-S Funds				
Other Fed. Funds* <i>Source:</i>				
Other State Funds* <i>Source:</i>				
Local Match Funds* <i>Source:</i>				
Other Funds* <i>Source:</i>				
TOTAL				

***Will any other individual, business, local public agency or other third party provide matching funds or be requested to provide matching funds in the future for this project? If yes, include a letter of support for this project from the third party that confirms their commitment to provide match or acknowledges that the sponsor may seek matching funds from the third party in the future. The letter must also document the third party's support of the proposed scope of work of the project as it is listed in the project application.**

Standard TIP Project Development Schedule Form (many stages can occur concurrently)

Activity Description	Start Date (MM/YYYY)	Finish Date* (MM/YYYY)	Time Frame (Months)
Receive Notification Letter			
Execute Agreement (Project sponsor & DOT)			
Engineering Services Contract Submitted & Approved ¹			
Obtain Environmental Clearances (106, CE-2, etc.)			
Public Meeting/Hearing			
Develop and Submit Preliminary Plans			
Preliminary Plans Approved			
Develop and Submit Right-of-Way Plans			
Review and Approval of Right-of-Way Plans			
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) ²			
Right-of-Way Acquisition			
Utility Coordination			
Develop and Submit PS&E			
District Approval of PS&E/Advertise for Bids ³			
Submit and Receive Bids for Review and Approval			
Project Implementation/Construction			

*Finish date must match fiscal year for each for each milestone listed below:

1. Preliminary engineering obligated - PE/Planning/Environ. Studies
2. Right of way obligated - Right-Of-Way
3. Construction/implementation funds obligated - Implementation/Construction Engineering

FY 2018 = 10/2017 - 09/2018

FY 2019 = 10/2018 - 09/2019

FY 2020 = 10/2019 - 09/2020

FY 2021 = 10/2020 - 09/2021

Financial Certification of Matching Funds

This is to assure sufficient funds are available to pay the non-federal share of project expenditures for the following projects to be funded under the provisions of FAST. Only one certification per sponsoring agency is necessary.

Project Title

Non-federal Amount

Sponsoring Agency:

Chief Elected Official (or Chief Executive Officer):

Name (Print):

Signature: _____

Date: _____

Chief Financial Officer:

Name (Print):

Signature: _____

Date: _____

G. Person of Responsible Charge Certification

The key regulatory provision, 23 CFR 635.105 – *Supervising Agency*, provides that the State Transportation Agency (STA) is responsible for construction of Federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in “responsible charge” of the project.

The undersigned employees(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying East-West Gateway. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases. A signature is required for each phase.

Person of responsible charge – design phase

Name: _____

Title: _____ E-mail: _____

Signature: _____

Person of responsible charge – right of way acquisition phase

Name: _____

Title: _____ E-mail: _____

Signature: _____

Person of responsible charge – construction phase

Name: _____

Title: _____ E-mail: _____

Signature: _____

H. NOTIFICATION OF TITLE VI REQUIREMENTS

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. §§ 2000d *et seq.*
- All requirements imposed by or pursuant to the Code of Federal Regulations, Title 49: Transportation, Subtitle A: Office of the Secretary of Transportation, Part 21: *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*

As part of federal requirements, a recipient of funds from DOT must ensure that it has written policies and procedures in place to ensure nondiscrimination in its programs, up to and including, developing a Title VI Plan.

By submitting its application as part of the TIP process, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and believes that the Project Sponsor complies with the required policies and procedures.

Nondiscrimination Notification

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, and implementing regulations at 49 CFR Part 21 – *Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act*;
- The equal employment opportunity provisions of 49 U.S.C. § 5332 and Title VII of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000e *et seq.*, and implementing regulations;
- Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 *et seq.*, and implementing regulations at 49 CFR Part 25 – *Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance*;
- Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101 *et seq.*, and implementing regulations, including:
 - 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA)*;
 - 49 CFR Part 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance*;
 - 36 CFR Part 1192 and 49 CFR Part 38—*Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles*;

- 28 CFR Part 35—*Nondiscrimination on the Basis of Disability in State and Local Government Services*;
- 28 CFR Part 36—*Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities*;
- 41 CFR Subpart 101 – 119—*Accommodations for the Physically Handicapped*;
- 29 CFR Part 1630—*Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act*;
- 47 CFR Part 64, Subpart F—*Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled*;
- 36 CFR Part 1194—*Electronic and Information Technology Accessibility Standards*;
- 49 CFR Part 609—*Transportation for Elderly and Handicapped Persons*; and
- Federal civil rights and nondiscrimination directives implementing those federal laws and regulations, unless the federal government determines otherwise in writing.
- The Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 *et seq.*, and implementing regulations at 49 CFR Part 90 – *Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance*;
- The Age Discrimination in Employment Act, 29 U.S.C. §§ 621 through 634, and implement regulations of the U.S. Equal Employment Opportunity Commission 29 CFR Part 1625—*Age Discrimination in Employment Act*;
- The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. §§ 1101 *et seq.*, the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended, 42 U.S.C. §§ 4541 *et seq.*, and the Public Health Service Act of 1912, as amended, 42 U.S.C. §§ 290dd through 290dd-2;
- Executive Order 12898—*Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, 42 U.S.C. § 4321 note, and DOT Order 5620.3 at Federal Register Vol. 62 No. 18377—*Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*;
- Executive Order 13166 – *Improving Access to Services for Persons with Limited English Proficiency*, 42 U.S.C. § 2000d – 1 note, and implementing policy guidance at Federal Register Vo. 70 No. 74087—*DOT Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency (LEP) Person*; and

By submitting its application as part of the TIP process, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and understands that if the Project Sponsor does not have the required policies and procedures in place prior to federal funds being obligated, then the Project Sponsor’s project may become ineligible for federal funding.

Certification Signature

I. Right-of-Way Acquisition Certification Statement

To be completed by Missouri project sponsors only.

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to “The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.” Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that ANY right of way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. The Project Sponsor also certifies that any additional right of way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Certification Signature

J. Reasonable Progress

To be completed by Missouri project sponsors only.

Attached is a copy of the reasonable progress policy adopted by the East-West Gateway COG Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that he/she has read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

Certification Signature: _____



Policy on Reasonable Progress

Reasonable Progress

For projects or programs included in the Transportation Improvement Program, “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 current fiscal year, regardless of the phase of work (i.e., Preliminary Engineering (PE), Right of Way Acquisition (ROW), or Plans Specifications and Estimates (PSE)/Construction). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the project sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the September 30 suspense date will be removed from the TIP, and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor would have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (i.e., not meet a September 30 deadline), the project sponsor will have the opportunity to ask for consideration of a “one-time extension” in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the sponsor has to demonstrate on all counts: a.) The delay is beyond their control and the sponsor has done diligence in progressing the project; b.) Federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; c.) There is a realistic strategy in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by East-West Gateway staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis (subject to available funding) and are subject to the Board adopted rules for TIP modifications.



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Policy on Reasonable Progress

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly reports are developed and posted on the East-West Gateway website, utilizing project information provided by the IDOT and MoDOT District offices. Additionally, project sponsors are contacted, at least every three months, by EWGCOG staff for project status interviews.