

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)*

N/A

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)

Existing bridge is a one-lane structure handling two-way traffic, meaning oncoming traffic must slow down or stop to allow vehicles that may already be on the bridge, to cross. Providing two-way traffic on the bridge will eliminate this situation.

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.

One-lane bridge handling two-way traffic.

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

Project will eliminate condition of two-way traffic crossing a one-lane bridge.

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 Not Applicable (0 pts)

Access to Opportunity Measures / Problem Addressed

N/A

<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?

N/A

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

N/A

What is the current annual systemwide ridership? N/A

What is the proposed annual systemwide ridership? N/A

Will this project increase frequency along an existing transit route? No

If yes, please answer the following questions:

What is the current frequency along the route?¹⁴ N/A

What is the proposed frequency along the route?¹⁴ N/A

What is the current annual ridership of the route?¹⁴ N/A

Will this project create a new transit route?¹⁴ No

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:

Franklin County Master Plan 2010 - Implementation Plan - Transportation Goal: Facilitate the Safe Movement of People and Goods - "Action B: Conduct on-going bridge inventories to ascertain which structures may need upgrading, maintenance, or replacement."

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.)

Project conforms to the plan listed and supports established residents in the area.

SUSTAINABLE DEVELOPMENT MEASURES	Priority Condition
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:

N/A

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

Per provided MoDOT Structural Inventory Assessment, the commercial truck traffic on this structure is 5%. This project proposes to increase load rating and provide 2-way traffic capability.

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

No

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.

No

What is the name of the business development?

N/A

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 2018	FY 2019	FY 2020	TOTAL
PE/Planning/ Environ. Studies	90000.00			90000.00
Right-Of-Way		20000.00		20000.00
Implementation			690000.00	690000.00
Construction			40000.00	40000.00
Engineering	0.00	0.00	730000.00	730000.00
Total	90000.00	20000.00	730000.00	840000.00

SOURCE OF FUNDS	FY 2018	FY 2019	FY 2020	TOTAL
STP-S Funds	72000.00	16000.00	584000.00	672000.00
Other Fed. Funds* Source:				0.00
Other State Funds* Source:				0.00
Local Match Funds* Source: Cash	18000.00	4000.00	146000.00	168000.00
Other Funds* Source:				0.00
TOTAL	90000.00	20000.00	730000.00	840000.00

*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	06/2017	06/2017	1.0
Execute Agreement (Project sponsor & DOT)	06/2017	08/2017	3.0
Engineering Services Contract Submitted & Approved ¹	06/2017	10/2017	5.0
Obtain Environmental Clearances (106, CE-2, etc.)	10/2017	02/2018	5.0
Public Meeting/Hearing			
Develop and Submit Preliminary Plans	10/2017	01/2018	4.0
Preliminary Plans Approved	01/2018	02/2018	2.0
Develop and Submit Right-of-Way Plans	02/2018	04/2018	2.0
Review and Approval of Right-of-Way Plans	05/2018	06/2018	2.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) ²	07/2018	09/2018	3.0
Right-of-Way Acquisition	10/2018	09/2019	12.0
Utility Coordination	10/2017	09/2018	12.0
Develop and Submit PS&E	10/2018	04/2019	6.0
District Approval of PS&E/Advertise for Bids ³	05/2019	06/2019	2.0
Submit and Receive Bids for Review and Approval	07/2019	09/2019	3.0
Project Implementation/Construction	10/2019	09/2020	12.0

*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.

<u>Project Title</u>	<u>Non-federal Amount</u>
Boeuf Creek Road Bridge Replacement	168000.00

Sponsoring Agency: Franklin County Highway Department

Chief Elected Official (or Chief Executive Officer):

Name (Print): John Griescheimer, Presiding Commissioner

Signature: _____

Date: _____

Chief Financial Officer:

Name (Print): Tammy Vemmer, Auditor

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:

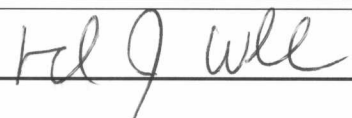
Title: E-mail:

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.

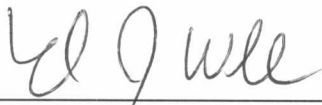
Nondiscrimination Notification

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

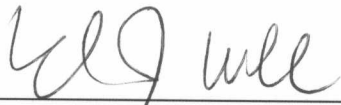
I. Right-of-Way Acquisition Certification Statement

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.

A handwritten signature in black ink, appearing to read "W. J. Wille", is written above a horizontal line.

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.