# *Connected2045* Update:
## Draft Regional Long-Range Transportation Plan and State of the System Report

Executive Advisory Committee

April 16, 2019

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

# Long-Range Transportation Plan

- A long-range vision for the region's transportation system
- Identifies current and future transportation needs
- Updated every four years
- Developed in partnership with IDOT, MoDOT, and Metro
- Projects must be included in the long-range plan to receive federal funding
- Plan must be fiscally constrained

# Long-Range Transportation Plan

***Connected2045* must be performance-based (FAST Act):**

"MPOs…, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a **performance-driven, outcome-based approach to planning**." (23 USC 134 (c) (1)).

Performance Areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Improved Accessibility and Mobility

# *Connected2045*, East-West Gateway's Long-Range Transportation Plan

- Chapter 1: Regional Context
- Chapter 2: Principles, Strategies, and Performance Measures
- Chapter 3: Investment Plan
- Chapter 4: Air Quality Conformity

- State of the System Supplement

# Chapter 1 - Regional Context

# Chapter 2 – Principles, Strategies, and PMs

## Preserve and Maintain the Existing System

**Ensure that the transportation system remains in a state of good repair.**

One of the major challenges facing the federal government, states and metropolitan areas is keeping the transportation system in good repair. The decades-long emphasis on system expansion has limited the resources available for rehabilitating and replacing aging system components **failing pavements, deficient bridges, and deteriorated transit facilities create safety problems, reduce operational efficiency, and negatively impact travel quality.** Deficient bridges and deteriorating pavement are spread throughout the St. Louis, impacting the travel of citizens and businesses within and through the region

Deferring preservation work is significantly more expensive than pursuing a regular cycle of maintenance, rehabilitation, and replacement. Although transportation infrastructure in the St. Louis region is in relatively good condition compared to much of the United States, the current transportation funding shortfall emphasizes the need to prioritize limited resources in the preservation of existing infrastructure to avoid incurring much larger expenses in the future.

EWG will track system condition over time to assist in prioritizing funding, recognizing that system preservation is a regional issue—suburban, rural, and urban areas all face the challenge of maintaining the transportation system to serve the needs of citizens both now and into the future.

PRESERVE AND MAINTAIN

**Map 1: Deficient Bridges in the St. Louis Region**

Deficient Bridge Location

**Deficient Bridges**

Percent of deficient bridge deck area, 2017

| | | |
|---|---|---|
| 1 | Providence | 23.7 |
| 2 | Hartford | 13.8 |
| 3 | Boston | 13.7 |
| 4 | New York | 11.7 |
| 5 | Memphis | 11.3 |
| 6 | Detroit | 10.7 |
| 7 | San Francisco | 9.7 |
| 8 | St. Louis | 9.6 |
| 9 | Chicago | 9.5 |
| 10 | New Orleans | 9.3 |
| 11 | Pittsburgh | 9.0 |
| 12 | Louisville | 8.5 |
| 13 | Oklahoma City | 8.3 |
| 14 | Philadelphia | 8.2 |
| 15 | Indianapolis | 8.1 |
| 15 | San Jose | 8.1 |
| 17 | Charlotte | 8.0 |
| 18 | Seattle | 7.1 |
| 19 | Buffalo | 7.0 |
| 20 | Richmond | 6.9 |
| 21 | Virginia Beach | 6.6 |
| 22 | Birmingham | 6.4 |
| 22 | Cleveland | 6.4 |

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## Strategies

**Strategy:** Ensure investments in preservation are adequate to continuously improve pavement and bridge conditions on state highway systems.

**Strategy:** Ensure investments in transit are adequate to keep the current fleet in a state of good repair and to maintain operations.

**Strategy:** Ensure investments in bicycle and pedestrian facilities are adequate to keep the current network in a state of good repair.

**Strategy:** Effectively manage and maximize the efficiency of existing transportation assets by prioritizing limited resources on rehabilitating and replacing aging infrastructure over system expansion.

**Strategy:** Give priority to preservation in the programming of suballocated federal funds to encourage consistent improvement of locally-owned roads and bridges.

**Strategy:** Employ life-cycle analyses with any capacity expansion projects and demonstrate resources for future operations and maintenance.

**Strategy:** Advance use of technologies such as use of drones and use of connected vehicle data to efficiently monitor pavement and bridge conditions.

**Strategy:** Encourage use of advanced pavement technologies and design that increase infrastructure resiliency.

**Strategy:** Consider new preservation protocols to address changes in travel conditions associated with connected/autonomous vehicles.

**Figure 8: Percent of Acceptable Pavement Conditions by State Maintained Roads, 2010-2017**

Percent Acceptable: 100, 90, 80, 70, 60, 50

2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017

Missouri — Illinois — Region

PRESERVE AND MAINTAIN

## Performance Measures

| Measure | Baseline Good | Baseline Poor | Target 2-year Good | Target 2-year Poor | Target 4-year Good | Target 4-year Poor |
|---|---|---|---|---|---|---|
| **Interstate NHS Pavement Condition** | | | | | | |
| Illinois | 54.94% | 0.40% | n/a | n/a | 56% | 1% |
| Missouri | 70.70% | 0% | n/a | n/a | 77.50% | 0% |
| **Non-Interstate NHS Pavement Condition** | | | | | | |
| Illinois | 49.31% | 0.56% | 48% | 1% | 46% | 2% |
| Missouri | 39.20% | 3.50% | 41% | 2% | 43% | 1% |
| **Bridge Condition** | | | | | | |
| Illinois | 39.62% | 10.87% | 40% | 9% | 40% | 8% |
| Missouri | 31.40% | 9.20% | 31.40% | 9.20% | 31.40% | 9.20% |

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- Discussion
- Map, Graphs, Charts
- *Where We Stand* table
- Strategies
- Performance Measures

# Chapter 3 – Investment Plan

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- $21.5 billion for ongoing operations/maintenance, ADA, safety, transit operations
- **$864 million** (IL) and **$1.56 billion** (MO)available for major projects through 2045, including:
    - I-270 reconstruction
    - I-64/I-70/I-55/I-44 improvement projects
    - Major bridges – Martin Luther King, Chain of Rocks (I-270), Vandeventer, Jefferson Barracks, MO 364, MO 370
- Northside-Southside Metrolink
- 44 Illustrative projects

# Chapter 4 - Air Quality Conformity

- Analysis currently underway
- Final document to be released for public comment in early May

# *State of the System* Supplement

Details the analysis that went into developing *Connected2045*

- Population & employment forecasts
- System Performance Report
- State of the transportation system
  - Preservation
  - Transit
  - Equity and Affordability
  - Bicycle and Pedestrian
  - Safety
  - Congestion management
  - Freight
  - Environment and Air Quality
- Transportation investment plan
  - Project evaluation framework
  - Financial capacity analysis
- Public engagement process

# Next Steps

- Public Comment Period - May/June
- Open Houses
  - May 13 (Richmond Heights)
  - May 20 (Collinsville)
- Final plan - June

# Questions?

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