East-West Gateway’s Long-Range Transportation Plan Update

Air Quality Advisory Committee
March 26, 2019
Long-Range Transportation Plan

• Updated every four years
• Identifies current and future needs based on population projections and travel demand
• Projects must be included in the long-range plan to receive federal funding
• Plan must be fiscally constrained
• Plan must be performance-based (FAST Act)
**Connected2045: 10 Guiding Principles**

- Derived from public engagement with citizens and regional leaders
- Used to establish policy-focused strategies
- Align with federal and state goals
- Provide more complete understanding of the transportation system and its impacts

<table>
<thead>
<tr>
<th>Guiding Principles</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve and Maintain the Existing System</td>
<td>Ensure the transportation system remains in a state of good repair.</td>
</tr>
<tr>
<td>Support Public Transportation</td>
<td>Invest in public transportation to spur economic development, protect the environment and improve quality of life.</td>
</tr>
<tr>
<td>Support Neighbourhoods &amp; Communities</td>
<td>Connect communities to opportunities and resources across the region.</td>
</tr>
<tr>
<td>Foster a Vibrant Downtown &amp; Central Core</td>
<td>Improve access to and mobility within the central core by all modes to increase the attractiveness of St. Louis and strengthen the regional economy.</td>
</tr>
<tr>
<td>Provide More Transportation Choices</td>
<td>Create viable alternatives to automobile travel by providing bicycle and pedestrian facilities.</td>
</tr>
<tr>
<td>Promote Safety and Security</td>
<td>Provide a safe and secure transportation system for all users.</td>
</tr>
<tr>
<td>Support a Diverse Economy with a Reliable System</td>
<td>Reduce congestion and improve travel time reliability to support the diverse economic sectors of the region.</td>
</tr>
<tr>
<td>Support Quality Job Development</td>
<td>Support the growth of wealth producing jobs that allow residents to save and return money to the economy.</td>
</tr>
<tr>
<td>Strengthen Intermodal Connections</td>
<td>Support freight movement and connections that are critical to the efficient flow of both people and goods.</td>
</tr>
<tr>
<td>Protect Air Quality and Environmental Assets</td>
<td>Encourage investments that recognize the linkages between the social, economic, and natural fabric of the region.</td>
</tr>
</tbody>
</table>
Connected2045, East-West Gateway’s Long-Range Transportation Plan

East-West Gateway is charged with developing a performance-based long-range transportation plan.
Chapter 1 - Regional Context
Chapter 2 - Fact Sheets

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 decline in long-term investments in system expansion has limited the resources available for rehabilitating and replacing aging system components, including pavements, deficient bridges, and deteriorated transit facilities. Safe and deteriorated transit facilities create safety problems, reduce operational efficiency, and negatively impact travel quality.

Deficient bridges and deteriorating pavement are widespread throughout the St. Louis region. The current transportation infrastructure is in relatively good condition compared to much of the country, but the current transportation funding will not be able to maintain the needs of existing infrastructure to avoid incurring much larger expenses in the future. If major roadways and bridges fail, it will impact our nation’s economy, safety, and mobility.

EXPO will track system condition over time to assist in prioritizing funding, recognizing that system preservation is a regional issue—metropolitan areas alike—where the challenge of maintaining the transportation system to serve the needs of citizens both now and into the future.

Figure 7: Percent of Deficient Bridges in Missouri and Illinois Counties, 2017

Strategies

- **Strategies**
  - Ensure investments in preservation are adequate to continuously improve pavement and bridge conditions on state highway systems.
  - Ensure investments in transit are adequate to keep the current fleet in a state of good repair and maintain operations.
  - Ensure investments in bicycle and pedestrian facilities are adequate to keep the current network in a state of good repair.
  - Effectively manage and maintain the efficiency of existing transportation systems by promoting trust, investment, rehabilitation, and replacing aging infrastructure over system expansion.
  - Reduce priority to preservation in the programming of federal and state funds to ensure consistent improvement of locally owned roads and bridges.
  - Employ lifecycle analyses with any capacity expansion projects and allocate resources for future operations and maintenances.
  - Advance use of technology such as use of drones and use of connected vehicle data to efficiently monitor pavement and bridge conditions.
  - Enhance use of advanced pavement technologies and design that increase infrastructure resilience.
  - Concretize new preservation protocols to address changes in travel conditions associated with connected transportation systems.

Performance Measures

<table>
<thead>
<tr>
<th>Measure</th>
<th>Baseline</th>
<th>Good</th>
<th>Poor</th>
<th>2-year</th>
<th>3-year</th>
<th>4-year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate NHI Pavement Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illinois</td>
<td>54.5%</td>
<td>84.0%</td>
<td>0%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Missouri</td>
<td>71.75%</td>
<td>0%</td>
<td>100%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>Non-Interstate NHI Pavement Condition</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Missouri</td>
<td>53.31%</td>
<td>7.56%</td>
<td>13%</td>
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<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Missouri</td>
<td>31.46%</td>
<td>5.25%</td>
<td>13.40%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Bridge Condition

<table>
<thead>
<tr>
<th>Measure</th>
<th>Baseline</th>
<th>Good</th>
<th>Poor</th>
<th>2-year</th>
<th>3-year</th>
<th>4-year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illinois</td>
<td>21.62%</td>
<td>88.87%</td>
<td>4%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Missouri</td>
<td>31.46%</td>
<td>5.25%</td>
<td>13.40%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
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Chapter 3 - Connected2045 Investment Plan

• Considering 65+ projects costing $8+ billion

• Fiscal constraint
  • $864 million available for major projects in Illinois through 2045
    • New Mississippi River Bridge
  • $1.56 billion available for major projects in Missouri though 2045
    • I-270 reconstruction
    • Major bridges
  • $24.5 billion for ongoing operations/maintenance, ADA, safety, transit operations
Chapter 3 – Investment Plan

IDOT Financial Capacity: 2020-2045
(YEAR OF EXPENDITURE DOLLARS, MILLIONS)

- Major Project Costs: $3,894
- Available Balance and Shortfall: $864

- Major Project Costs: $3,894
- Available Balance and Shortfall: ($3,030)

MODOT Financial Capacity: 2020-2045
(YEAR OF EXPENDITURE DOLLARS, MILLIONS)

- Major Project Costs: $3,950
- Available Balance and Shortfall: $1,563

- Major Project Costs: $3,950
- Available Balance and Shortfall: ($2,387)

Metro Financial Capacity 2020-2045
(YEAR OF EXPENDITURE DOLLARS, MILLIONS)

- Capital
- Operating
- Total

Expense
Revenue
Balance
Chapter 4 - Air Quality Conformity

- Analysis currently underway
- Final document to be released for public comment in late April/early May
State of the System

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

• Draft document to EAC/Board in April
• Public Comment Period/Open Houses – May/June
• Final plan - June