



# Connected 2050 DRAFT

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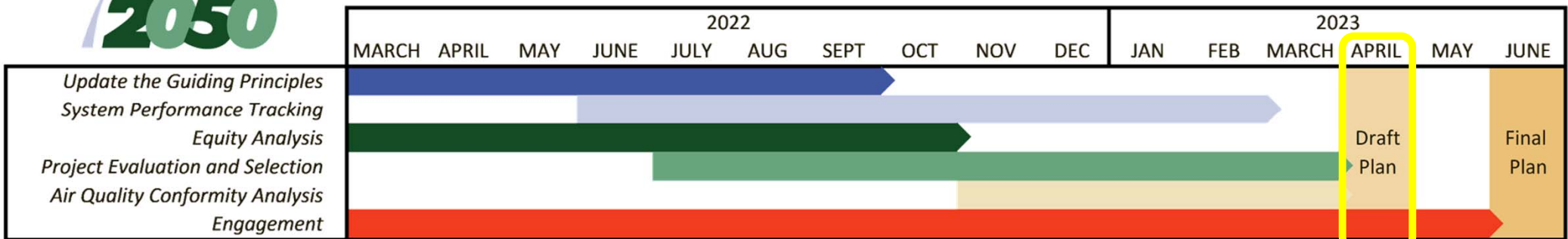
LONG-RANGE TRANSPORTATION PLAN FOR THE  
ST. LOUIS REGION



# Timeline



## Project Timeline



# L RTP Federal Requirements

**EWG must prepare a L RTP in accordance with 49 USC 5303 and 23 CFR § 450.324.**

**The metropolitan planning process must be –**  
**CONTINUOUS**  
**COOPERATIVE**  
**COMPREHENSIVE**



Long-Range Transportation Plan for the St. Louis Region

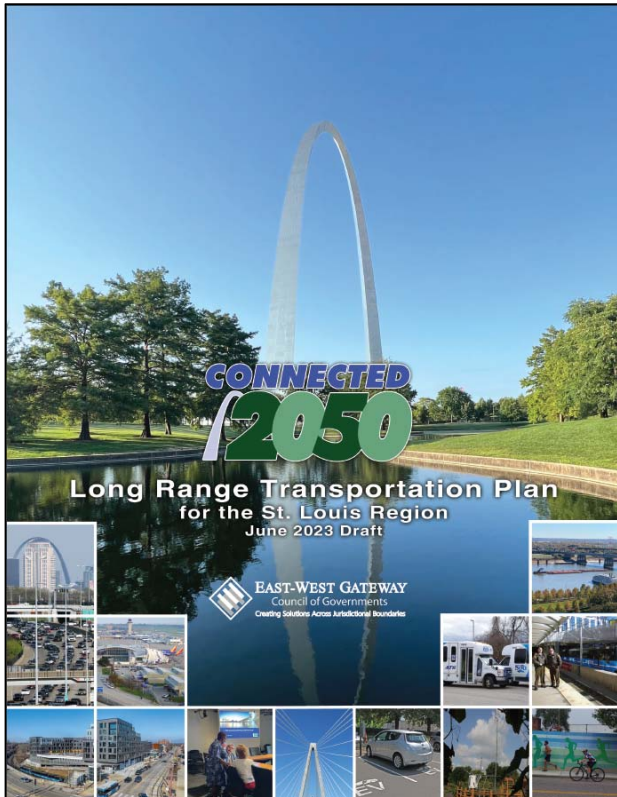
## ***10 Planning Factors***

- Economy
- Safety
- Security
- Accessibility and Mobility
- Environment and Quality of Life
- Connectivity between Modes
- Efficient System Operation
- Preservation
- Resiliency
- Travel and Tourism

## ***L RTP Content Requirements***

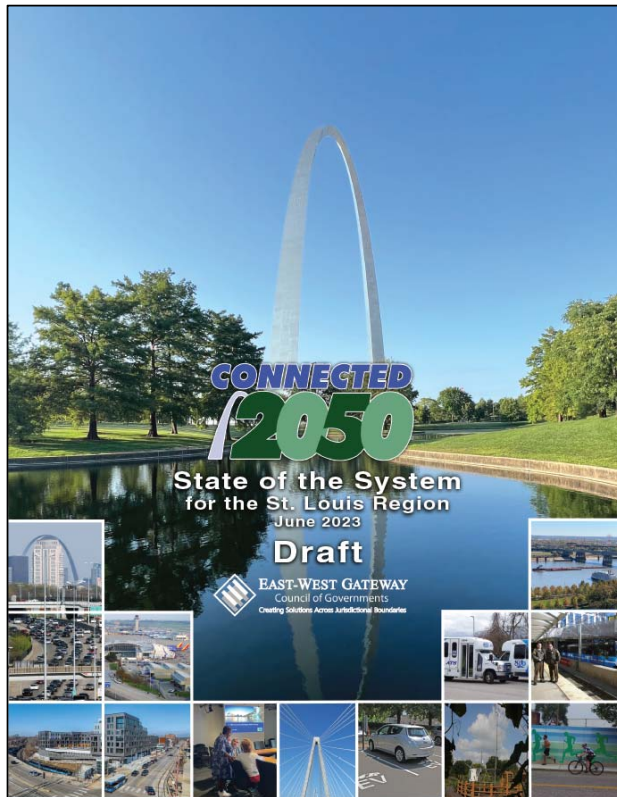
- **Strategies and Actions**
  - Transportation Demand
  - Transportation Facilities
  - Operational and Management Strategies
  - Congestion Management Process
  - Preservation, Capacity and Resilience
  - Public Transit
  - Environmental Mitigation Activities
- **Performance Measures and Targets**
  - System Performance Report
- **Financial Plan**
  - Design Concept and Scope
  - Conformity determination

## L RTP



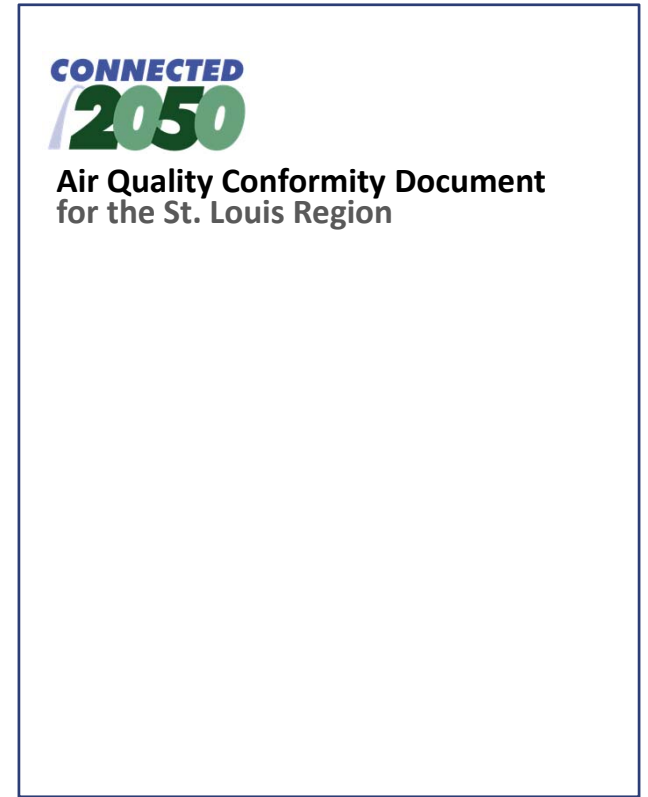
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## State of the System



**Draft Available**

## AQCD



**Under Development ~5/3**

# Long-Range Transportation Plan Contents

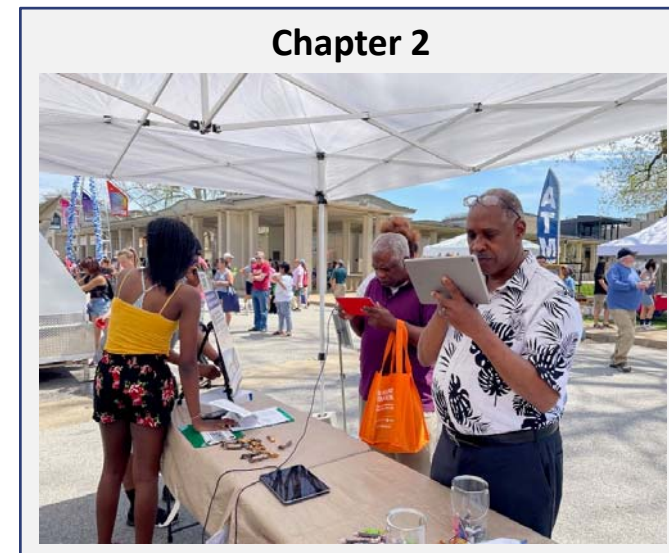
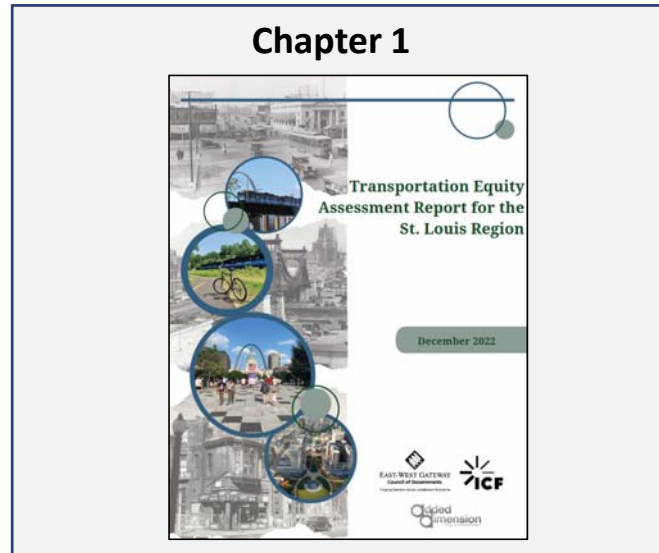
Chapter 1: Regional Context

Chapter 2: Plan Development

Chapter 3: Guiding Principles

Chapter 4: System Performance

Chapter 5: Investment Plan



### Chapter 3

**Our Communities and Region**

Economic Vitality

Thriving Neighborhoods and Communities

A Vibrant Downtown and Central Core

A Healthy and Sustainable Environment

**Our Transportation System**

Safe and Secure

Choices and Access for All

Seamless, Efficient, and Reliable

Well-Maintained and Resilient

**Our Process**

Collaborative

Equitable

Innovative

Performance-Based

### Chapter 4

**M1 Regional Employment** Jobs (2021) 1,696,805

Federal PM	EWG PM	Desired Trend	Targets
No	Yes	▲	N/A

The regional employment measure includes both full- and part-time wage- and salary- jobs, sole proprietorships, and individual general partners. It does not include unpaid family workers or volunteers.

Source: Bureau of Economic Analysis, Regional Statistics Tables, CA1NC4

**M2 Real Gross Domestic Product (GDP)** Real GDP (2021) \$151.4 billion

Federal PM	EWG PM	Desired Trend	Targets
No	Yes	▲	N/A

GDP reflects the value of goods and services produced and is a measure of output and productivity of the region's economy. Real GDP, by accounting for inflation, gives an idea of how output has changed over time.

Source: Bureau of Economic Analysis, Regional Statistics Tables, CAGDP9

# Long-Range Transportation Plan Chapter 5

Financial Capacity  
Analysis

Project Evaluation  
Criteria

Investment Plan

Conformity Finding

**Funding sources have seen significant  
increases over the last few years**

## **Federal**

- Infrastructure, Investment and Jobs Act (IIJA)

## **Missouri**

- increased the state motor fuel tax by 12.5 cents over a 5-year period beginning in 2019

## **Illinois**

- Rebuild Illinois
- Doubled state motor fuel tax and increased other transportation user fees

## **Metro**

- Funds are accumulating for MetroLink extensions in the City and St. Louis County from previous sales tax initiatives

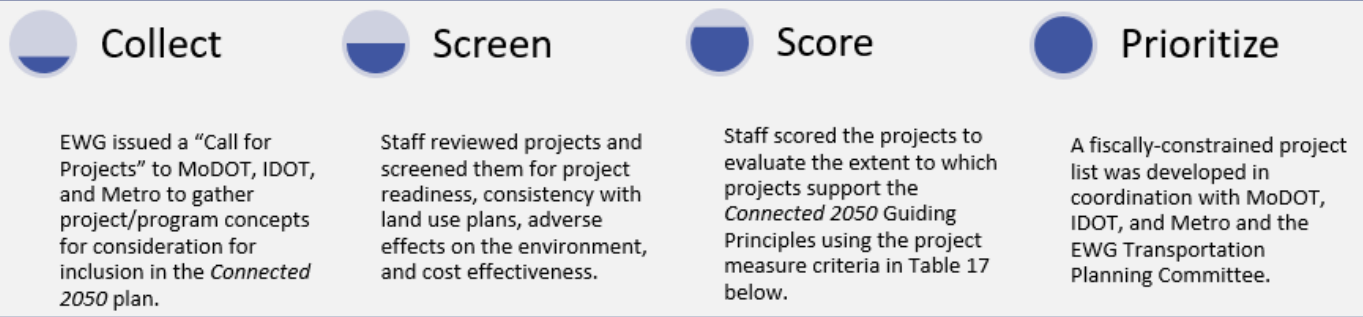
# Long-Range Transportation Plan Chapter 5

Financial Capacity  
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Conformity Finding



Guiding Principles	Project Measures
 Economic Vitality	<ul style="list-style-type: none"> <li>supports regional freight movement and connections</li> <li>supports access to employment centers or tourism sites</li> <li>supports regional access to planned economic development opportunities</li> <li>supports access to jobs for Transportation Equity Populations*</li> </ul>
 Thriving Neighborhoods and Communities	<ul style="list-style-type: none"> <li>increases access to parks, education, groceries, healthcare, or essential services*</li> <li>supports community life and placemaking*</li> <li>reduces adverse impacts of transportation on communities*</li> <li>improves multimodal connectivity*</li> </ul>
 A Vibrant Downtown and Central Core	<ul style="list-style-type: none"> <li>improves access to, or travel options within, the downtown or central core</li> </ul>
 A Healthy and Sustainable Environment	<ul style="list-style-type: none"> <li>improves air quality and/or reduces greenhouse gas emissions*</li> <li>supports improved water quality</li> <li>does not adversely affect ecologically significant areas</li> </ul>
 Safe and Secure	<ul style="list-style-type: none"> <li>reduces traffic-related fatalities and serious injuries</li> <li>improves safety for people walking and biking.</li> <li>supports crime prevention and security (including reducing terrorism risk).</li> </ul>
 Choices and Access for All	<ul style="list-style-type: none"> <li>improves access for people with disabilities*</li> <li>improves transit services, transit rider experience and/or connections to transit</li> <li>enhances bicycling and/or walking</li> <li>supports other alternatives to driving alone (e.g. carpool, rideshare)</li> <li>enhances multimodal travel options for Transportation Equity Populations*</li> </ul>
 Seamless, Efficient, and Reliable	<ul style="list-style-type: none"> <li>improves travel time reliability</li> <li>supports efficient management of the system (e.g. traveler information systems)</li> <li>improves freight reliability</li> <li>improves intermodal freight connections</li> </ul>
 Well-Maintained and Resilient	<ul style="list-style-type: none"> <li>addresses bridge preservation need</li> <li>addresses pavement preservation need</li> <li>addresses transit preservation need</li> <li>improves evacuations (e.g., due to terrorism, weather, etc.)</li> <li>supports transportation infrastructure to withstand extreme weather.</li> </ul>

# Long-Range Transportation Plan Chapter 5

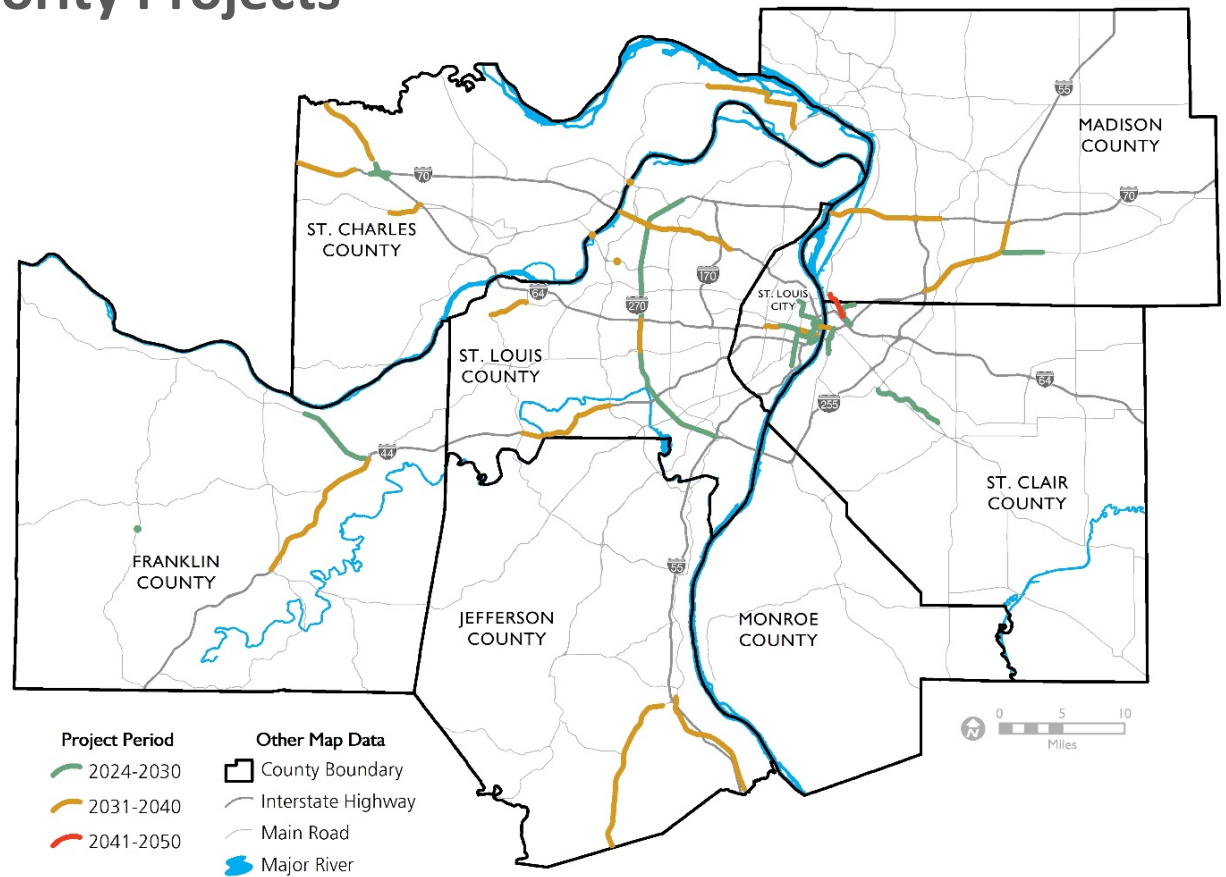
Financial Capacity  
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Conformity Finding

## Connected 2050 Investment Priority Projects



Source: East-West Gateway Council of Governments



# Long-Range Transportation Plan Chapter 5

Financial Capacity  
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Conformity Finding

## In Progress

- Travel demand model network updates with the investment priority projects
- Connected 2050 must pass emissions testing for each of the following analysis years: 2023, 2025, 2030, 2035, 2045, and 2050
- Emissions Testing based on Missouri and Illinois State Implementation Plans (SIPs)
  - Attain or maintain the 2008 and 2015 ozone standards

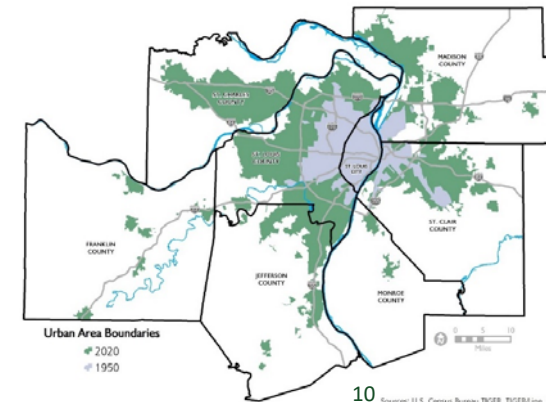
# State of the System Contents

*Reference document that contains nineteen chapters that detail the analysis that went into the development of Connected 2050 and highlights EWG's transportation planning activities*

- Chapter 1: **Transportation Trends**
- Chapter 2: **Economic and Demographic Trends**
- Chapter 3: **Active Transportation**
- Chapter 4: **Public Transportation**
- Chapter 5: **Human Service Transportation**
- Chapter 6: **Interregional Passenger Travel**
- Chapter 7: **Freight**
- Chapter 8: **Safety**
- Chapter 9: **Security**
- Chapter 10: **Roadway Congestion**
- Chapter 11: **Roadway Assets**
- Chapter 12: **Electric Vehicle Infrastructure**
- Chapter 13: **Air Quality**
- Chapter 14: **Sustainability**
- Chapter 15: **Ecological Initiative**
- Chapter 16: **Resilience**
- Chapter 17: **Land Use**
- Chapter 18: **Planning and Programming**
- Chapter 19: **Community Engagement**

Households without access to a vehicle as a percent of all households, 2021

1	New York	29.8
2	Philadelphia	12.4
3	Boston	12.3
4	Chicago	11.5
5	San Francisco	11.3
6	Buffalo	11.1
7	Washington, D.C.	10.3
8	New Orleans	9.4
9	Baltimore	9.2
10	Cleveland	9.2
11	Providence	9.0
12	Pittsburgh	8.8
13	Milwaukee	8.7
14	Hartford	8.6
<b>United States</b>		<b>8.0</b>
15	Seattle	7.8
16	Miami	7.8
17	Los Angeles	7.6
18	Las Vegas	7.5
19	Portland	7.4
20	Louisville	7.3
21	Detroit	7.2
22	Minneapolis	6.7
23	<b>St. Louis</b>	<b>6.5</b>
24	Virginia Beach	6.5
25	Cincinnati	6.5
26	Memphis	6.4
27	Richmond	6.3
28	Tampa	6.0
29	Houston	5.8
30	Denver	5.8
31	Sacramento	5.6
32	Columbus	5.5
33	San Diego	5.5
34	Oklahoma City	5.2
35	San Jose	5.2
36	San Antonio	5.2
37	Kansas City	5.1
38	Jacksonville	5.0
39	Raleigh	5.0



## Project Timeline

**April 2023** | Draft Plan

**May 2023** | Public Comment Period

**June 2023** | Final Plan

# Public Comment

## Learning Sessions (virtual)

- May 11 | 12 – 1 p.m.
- May 16 | 6:30 – 7:30 p.m

## Community Pop-Ups (in person)

**Locations, Dates, Times TBD**

Thank you!

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## Tier 1 Connected 2050 Investment Priorities (2024 - 2030)

Project Location		Description	County	Cost (Millions)
<b>Missouri Counties</b>		Roadway asset management / operations	Missouri Counties	\$1,496
<b>Illinois Counties</b>		Roadway asset management / operations	Illinois Counties	\$833
<b>Metro Service Area</b>		Transit asset management / operations	St. Louis St. Clair	\$2,414
<b>Metrolink Extension</b>	Grand Blvd to Chippewa St via Downtown	Construct new rail line (Northside/Southside Extension)	St. Louis City	\$824
<b>I-64</b>	Vandeventer Ave to Jefferson Ave	Interchange & corridor improvements (east interchange)	St. Louis City	\$82
<b>I-70</b>	Missouri River to N. Hanley Rd	Reconfigure airport access and interchanges, replace bridges <b>(partial 1 of 2)</b>	St. Louis	\$27
<b>I-64</b>	at I-70/US-61	Reconfigure interchange and bridge rehabilitation	St. Charles	\$44
<b>Rte. 100</b>	St. John Rd to I-44	Intersection improvements	Franklin	\$9
<b>I-270</b>	McDonnell Blvd to I-55	Pavement resurfacing	St. Louis	\$38
<b>I-64</b>	Kingshighway Blvd to Jefferson Ave	Bridge rehabilitation / replacement	St. Louis City	\$106
<b>Rte. 185</b>	Over Bourbeuse River	Bridge rehabilitation	Franklin	\$20
<b>I-44*</b>	St. Charles St to O'Fallon St	Bridge rehabilitation	St. Louis City	\$58
<b>I-44 / I-55*</b>	Park Ave to Gratiot St	Bridge rehabilitation	St. Louis City	\$35
<b>IL Rte. 3 Connector</b>	Collinsville Rd to Rte. 3/203	Construct new two-lane roadway	St. Clair	\$118
<b>US-40</b>	Formosa Rd to Bethany Dr	Add capacity	Madison	\$59
<b>Rte. 13</b>	Rte. 157 to 23rd St	Pavement rehabilitation	St. Clair	\$130
<b>Rte. 3</b>	Riverpark Dr to Monsanto Ave	Relocate; Add capacity (four-lane roadway)	St. Clair	\$324
<b>I-270</b>	Rte. 157 to Mississippi River	Add capacity <b>(partial 1 of 2)</b>	Madison	\$391

## Tier 2 Connected 2050 Investment Priorities (2024 - 2030)

Project Location		Description	County	Cost (Millions)
<b>Missouri Counties</b>		Roadway asset management / operations	Missouri Counties	\$1,496
<b>Illinois Counties</b>		Roadway asset management / operations	Illinois Counties	\$833
<b>Metro Service Area</b>		Transit asset management / operations	St. Louis St. Clair	\$2,414
<b>Metrolink Extension</b>	Grand Blvd to Chippewa St via Downtown	Construct new rail line (Northside/Southside Extension)	St. Louis City	\$824
<b>I-64</b>	Vandeventer Ave to Jefferson Ave	Interchange & corridor improvements (east interchange)	St. Louis City	\$82
<b>I-70</b>	Missouri River to N. Hanley Rd	Reconfigure airport access and interchanges, replace bridges <b>(partial 1 of 2)</b>	St. Louis	\$27
<b>I-64</b>	at I-70/US-61	Reconfigure interchange and bridge rehabilitation	St. Charles	\$44
<b>Rte. 100</b>	St. John Rd to I-44	Intersection improvements	Franklin	\$9
<b>I-270</b>	McDonnell Blvd to I-55	Pavement resurfacing	St. Louis	\$38
<b>I-64</b>	Kingshighway Blvd to Jefferson Ave	Bridge rehabilitation / replacement	St. Louis City	\$106
<b>Rte. 185</b>	Over Bourbeuse River	Bridge rehabilitation	Franklin	\$20
<b>I-44*</b>	St. Charles St to O'Fallon St	Bridge rehabilitation	St. Louis City	\$58
<b>I-44 / I-55*</b>	Park Ave to Gratiot St	Bridge rehabilitation	St. Louis City	\$35
<b>IL Rte. 3 Connector</b>	Collinsville Rd to Rte. 3/203	Construct new two-lane roadway	St. Clair	\$118
<b>US-40</b>	Formosa Rd to Bethany Dr	Add capacity	Madison	\$59
<b>Rte. 13</b>	Rte. 157 to 23rd St	Pavement rehabilitation	St. Clair	\$130
<b>Rte. 3</b>	Riverpark Dr to Monsanto Ave	Relocate; Add capacity (four-lane roadway)	St. Clair	\$324
<b>I-270</b>	Rte. 157 to Mississippi River	Add capacity <b>(partial 1 of 2)</b>	Madison	\$391

### Tier 3 Connected 2050 Investment Priorities (2031 - 2040)

Project Location		Description	County	Cost (Millions)
<b>Missouri Counties</b>		Roadway asset management / operations	Missouri Counties	\$2,751
<b>Illinois Counties</b>		Roadway asset management / operations	Illinois Counties	\$1,339
<b>Metro Service Area</b>		Transit asset management / operations	St. Louis City   St. Louis   St. Clair	\$4,483
<b>I-64</b>	Kingshighway Blvd to Vandeventer Ave	Interchange improvements (west interchange)	St. Louis City	\$133
<b>I-70</b>	Missouri River to N. Hanley Rd	Reconfigure airport access and interchanges, replace bridges <b>(partial 2 of 2)</b>	St. Louis	\$300
<b>I-270</b>	Rte. 100 to I-64	Congestion mitigation improvements	St. Louis	\$59
<b>US 61</b>	Rte. A to Lincoln County	Safety and Interchange Improvements <b>(partial)</b>	St. Charles	\$73
<b>US 67</b>	Rte. CC to St. Francois County	Interchange & Outer Road Improvements <b>(partial)</b>	Jefferson	\$95
<b>I-70</b>	Wentzville Pkwy to Warren County	Capacity improvements	St. Charles	\$48
<b>MO Rte. N</b>	I-64 to Hopewell Rd / Duello Rd	Capacity Improvements <b>(Phase I partial 1 of 2)</b>	St. Charles	\$76
<b>I-64*</b>	22nd St to Poplar Street Bridge	Bridge rehabilitation	St. Louis City	\$64
<b>I-44</b>	Rte. 100 W to Rte. 30	Reconstruct pavement	Franklin	\$29
<b>I-44</b>	Rte. 141 to Rte. 109	Reconstruct pavement	St. Louis	\$29
<b>Rte. 364</b>	over Missouri River	Bridge rehabilitation	St. Louis   St. Charles	\$94
<b>Rte. 370</b>	over Missouri River	Bridge rehabilitation	St. Louis   St. Charles	\$82
<b>Rte. CC</b>	Rte. 109 to Long Rd	Reconstruct pavement	St. Louis	\$13
<b>Rte. 94</b>	Rte. H to US-67	Reconstruct pavement	St. Charles	\$18
<b>I-70 / I-270 ramp</b>	at I-70 / I-270 interchange	Bridge replacement	St. Louis	\$32
<b>US 61</b>	US-67 to St. Genevieve County	Rehabilitate pavement	Jefferson	\$7
<b>Rte. 364</b>	over Creve Coeur Lake	Bridge rehabilitation	St. Louis	\$21
<b>MLK Bridge</b>	Over Mississippi River	New replacement bridge <b>(partial 1 of 2)</b>	St. Louis   St. Clair	\$440
<b>I-270</b>	Rte. 157 to Mississippi River	Add capacity <b>(partial 2 of 2)</b>	Madison	\$34
<b>I-55/ I-70</b>	I-255 to I-270	Add capacity <b>(partial 1 of 2)</b>	Madison	\$366



## Illustrative Projects

Project Location		Description	County
<b>Poplar Street Bridge: I-44, I-55, I-64*</b>	over Mississippi River	Reconstruct bridge and approach structures	St. Louis St. Clair
<b>Stan Musial Bridge (2nd Span): I-70*</b>	over Mississippi River	New bridge and approach structures	St. Louis St. Clair
<b>I-70</b>	Mississippi River to I-70	Relocate	St. Clair
<b>I-64</b>	Reider Rd to Rte. 4	Add capacity	St. Clair
<b>Rte. 3</b>	Granville St to Exchange Ave	Relocate; Construct four lane highway	Madison St. Clair

## Corridor and Planning Studies

Project Location		Description	County
<b>Metrolink North St. Louis County Connector Extension</b>		This study would look at expanding MetroLink from North St. Louis into North St. Louis County.	St. Louis St. Louis City
<b>Metrolink South St. Louis County Connector Extension</b>		This study would look at expanding MetroLink from South St. Louis into South St. Louis County.	St. Louis St. Louis City
<b>Greater Downtown</b>	I-70, I-44, I-55, I-64 in downtown St. Louis	Greater Downtown / Eastern St. Louis City Highway Planning & Environmental Linkages study	St. Louis City
<b>Mississippi River Bridge Crossings</b>	I-70 and I-64, over the Mississippi River	Analysis of Mississippi River bridge crossings including usage, travel demand, replacement, and capacity. Involves preparing for replacement of Poplar Street Bridge and evaluation of need for the 2 <sup>nd</sup> Span of the Stan	St. Louis City
<b>I-270 / I-255</b>	I-55 to MO 364	Congestion mitigation study	St. Louis
<b>US-67</b>	Rte. CC to St. Francois County	Corridor study	Jefferson
<b>US 61</b>	I-70 to Lincoln County	Corridor study	St. Charles
<b>I-170</b>	I-64 to I-270	Planning and environmental linkages Study	St. Louis
<b>Rte. 141</b>	I-55 to MO 370	Congestion mitigation Study	St. Louis Jefferson
<b>I-70</b>	I-64 to Missouri River	Congestion mitigation Study	St. Charles
<b>I-64</b>	I-270 to Kingshighway Blvd	Congestion mitigation Study	St. Louis County
<b>Interstates &amp; Major Highways</b>		Multimodal bridge crossings analysis	Missouri Counties
<b>Interstates &amp; Major Highways</b>		Environmental resilience analysis	Missouri Counties
<b>Missouri Counties</b>		Transportation system & scenario planning study	Missouri Counties