



Connected 2050

LONG-RANGE TRANSPORTATION PLAN FOR THE ST. LOUIS REGION



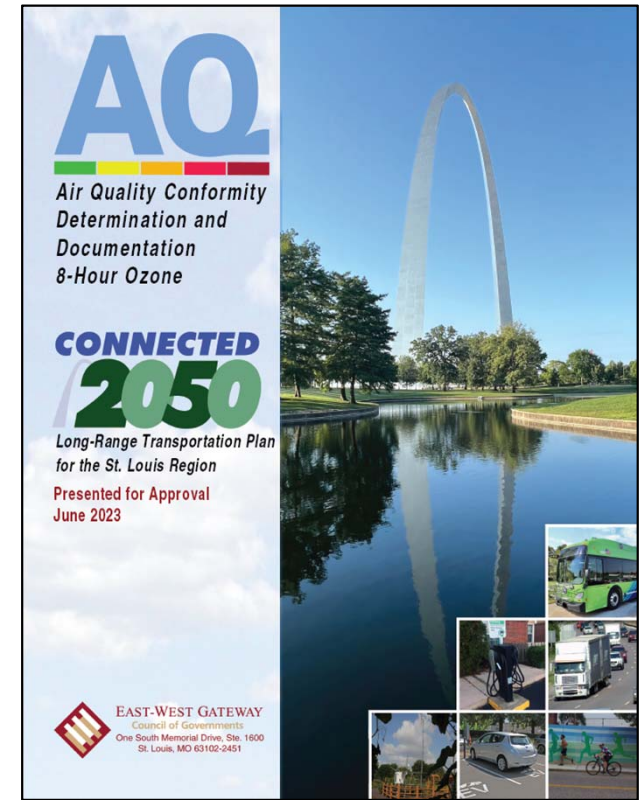
Long-Range Transportation Plan (LRTP)



State of the System (SOS)



Air Quality Conformity Determination (AQCD)



Long-Range Transportation Plan (LRTP)



Purpose: Sets a regional vision for our transportation system through guiding principles and develops a fiscally-constrained project list.

Theme: Equity

Key Takeaways:

- Why was equity chosen as the theme of this plan?
- How does the plan translate policy into implementation?

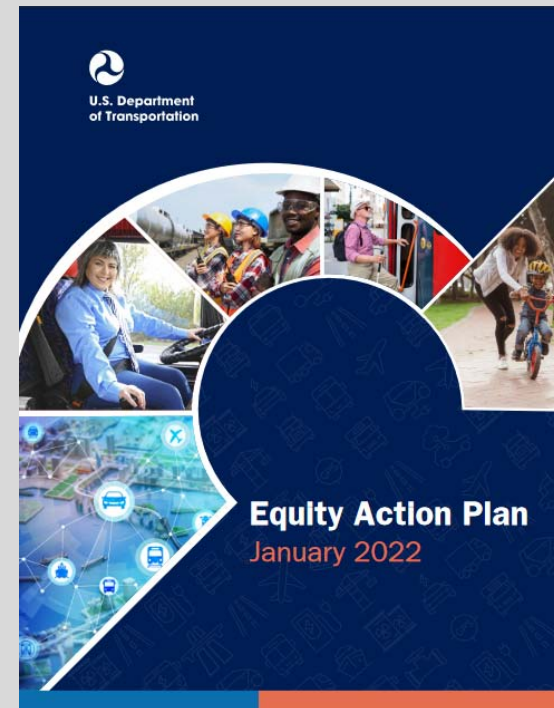


Equity is at the forefront of transportation at the federal level

JUSTICE40

A WHOLE-OF-GOVERNMENT INITIATIVE

- Executive Order 14008 in January 2021
- Justice40 aims to address decades of systemic inequitable historical policies and underinvestment in disadvantaged communities.
- USDOT goal that at least 40% of the benefits from grants, programs, and initiatives flow to **disadvantaged communities**.



USDOT Justice40 Covered Programs

- USDOT currently has 39 programs totaling \$204 billion in Bipartisan Infrastructure Law authorizations.
- Over time, additional programs might be added or subtracted
- Covered programs list is likely to expand to larger formula fund programs

Federal Highway Administration (FHWA)	Federal Railroad Administration (FRA)	Federal Transit Administration (FTA)	Office of the Secretary of Transportation (OST)
<ul style="list-style-type: none"> • Carbon Reduction Program (CRP) • Charging & Fueling Infrastructure Grants • Congestion Mitigation and Air Quality Improvement Program (CMAQ) • Congestion Relief Program • Disadvantaged Business Enterprise Supportive Services Program • National Electric Vehicle Infrastructure (NEVI) Competitive Program • National Electric Vehicle Infrastructure (NEVI) Formula Program • Nationally Significant Federal Lands and Tribal Projects (NSFLTP) • On the Job Training Supportive Services • Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program • Protect Grants • Reduction of Truck Emissions at Port Facilities • Transportation Alternatives (TA) • Tribal High Priority Projects Program • Tribal Transportation Program Bridge Programs • Tribal Transportation Program 	<ul style="list-style-type: none"> • Consolidated Rail Infrastructure and Safety Improvements Program • Federal-State Partnership for Intercity Passenger Rail • Railroad Crossing Elimination Grant program <div data-bbox="844 917 1199 1055" style="background-color: #004a99; color: white; padding: 5px; text-align: center;"> Maritime Administration (MARAD) </div> <ul style="list-style-type: none"> • America's Marine Highway Program • Port Infrastructure Development Program 	<ul style="list-style-type: none"> • All Stations Accessibility Program • Buses and Bus Facilities Competitive Program • Buses and Bus Facilities Formula Program • Low or No Emission Vehicle Program • Capital Investment Grants Program (CIG) • Electric of Low Emitting Ferry Pilot Program • Passenger Ferry Grant Program • Innovative Coordinated Access and Mobility Pilot Program • Public Transportation on Indian Reservations Program; Tribal Transit Competitive Program • Pilot Program for Transit-Oriented Development Planning 	<ul style="list-style-type: none"> • National Infrastructure Project Assistance Program - Mega Grant Program • Nationally Significant Multimodal Freight & Highway Projects- INFRA Grants Program • Rebuilding America's Infrastructure with Sustainability and Equity- RAISE Discretionary Grants • Reconnecting Communities Pilot Program • Safe Streets and Roads for All (SS4A) Grant Program • Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program • Thriving Communities Program

Performance Based Planning

Guiding
Principles

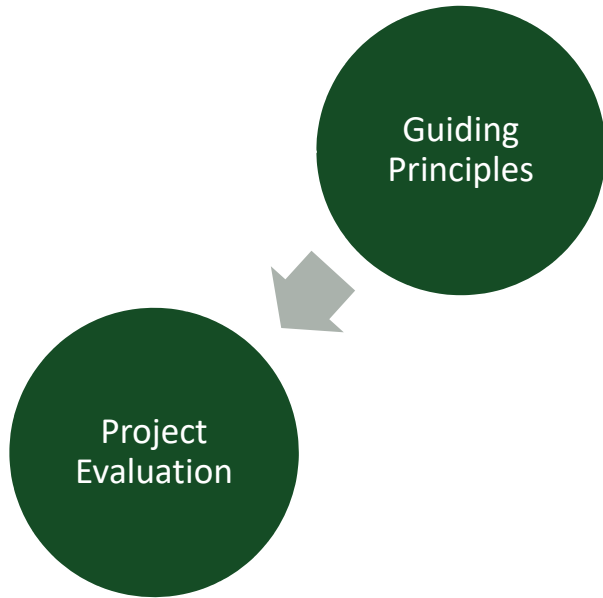
Example

Guiding Principle: Safe and Secure



Definition: Provide safe and secure travel for all people, including pedestrians, bicyclists, transit riders, and motorists.

Performance Based Planning

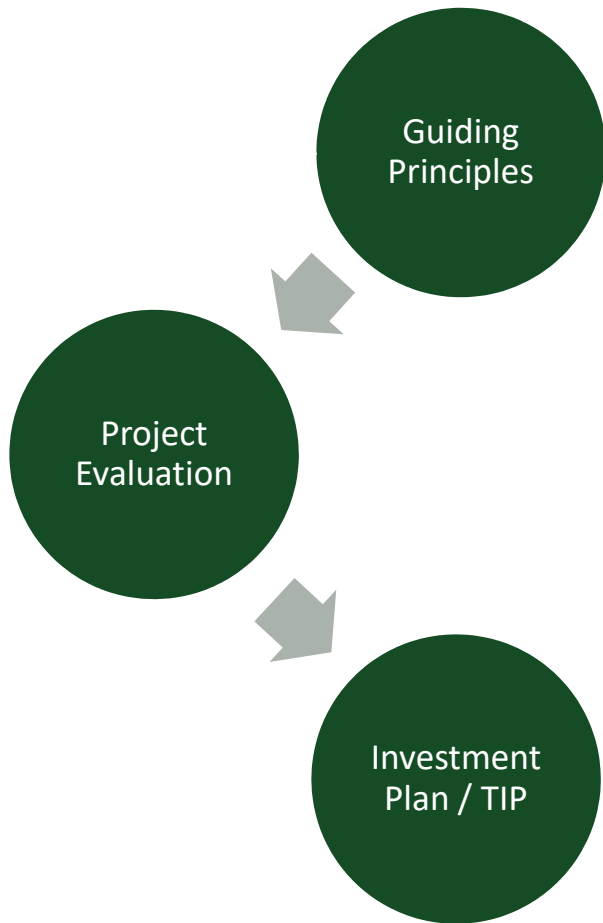


Example

Project Evaluation Criteria:

- Project reduces traffic fatalities and serious injuries
- Project improves safety for people walking and biking
- Project supports crime prevention and security

Performance Based Planning



Example

Investment Plan Project:

Rte 100, St. John Rd. to I-44
Franklin County
Intersection Improvements

Safety Need: New elementary school opened in 2021. Preliminary reports indicate an immediate need to respond to a recent increase in crashes.

Safety Countermeasures:



[Corridor Access Management](#)



[Roundabouts](#)

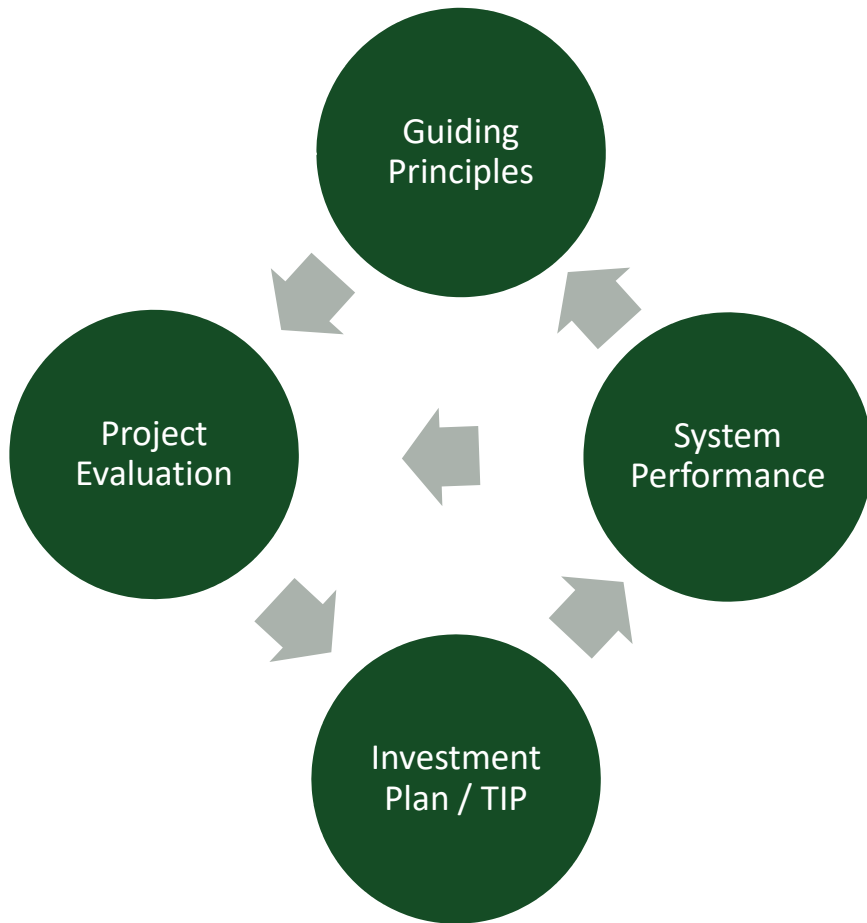


[Reduced Left-Turn Conflict Intersections](#)



[Dedicated Left- and Right-Turn Lanes at Intersections](#)

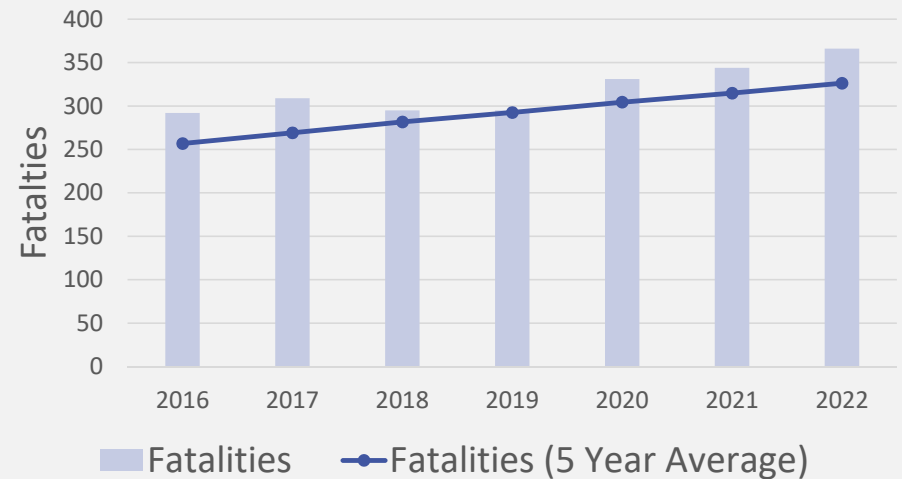
Performance Based Planning



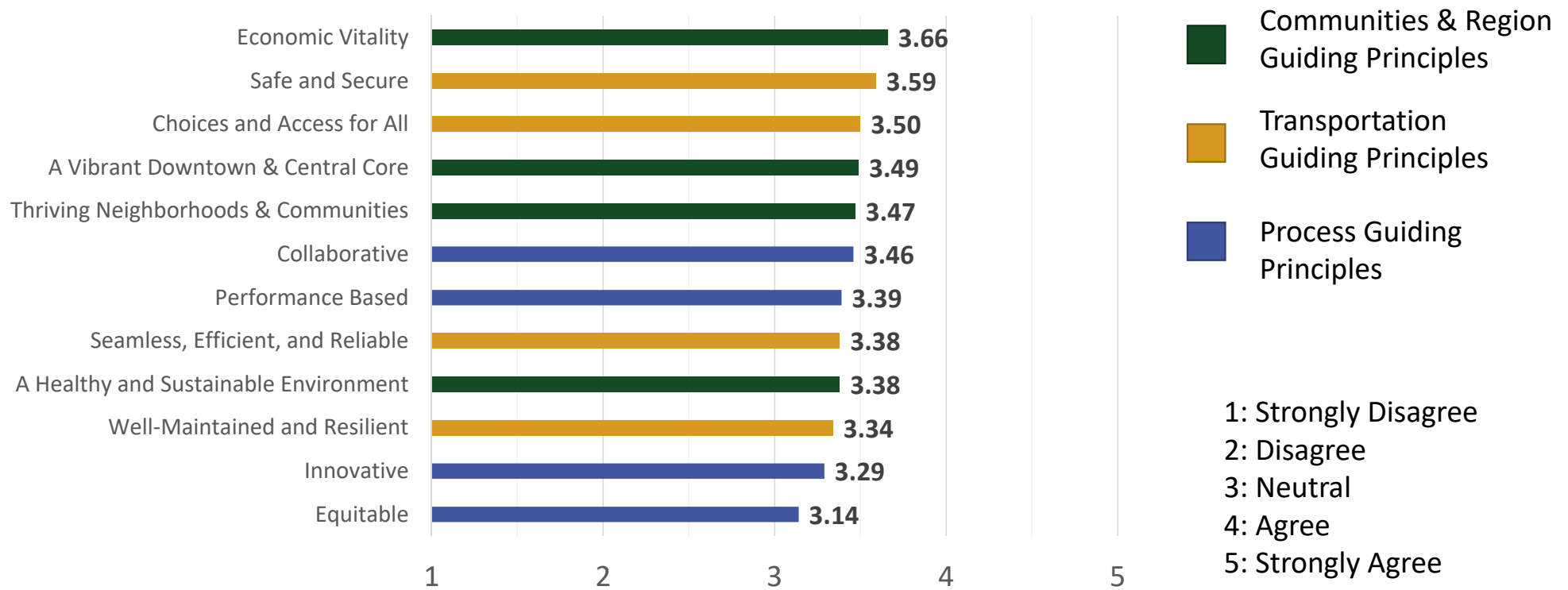
Example

Safe and Secure Performance Measures:

- Roadway fatalities (rate)
- Roadway serious injuries (rate)
- Non-motorized fatalities and serious injuries
- Transit fatalities, injuries, events



Does the Investment Plan align with the Guiding Principles?

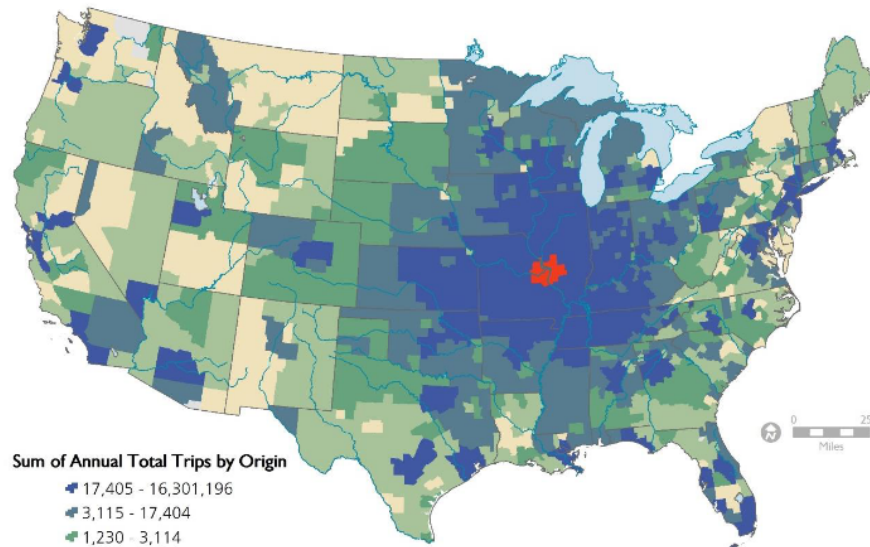


State of the System



Purpose: Present technical detail on the regional transportation system and relevant information on initiatives to advance transportation and community goals.

Figure 26. Interregional Trips to the St. Louis MSA, 2020



Sum of Annual Total Trips by Origin

- 17,405 - 16,301,196
- 3,115 - 17,404
- 1,230 - 3,114
- 485 - 1,229
- 34 - 484
- No Data

Sources: Federal Highway Administration. (2020). 2020 NextGen NHIS National Passenger OD Data, U.S. Department of Transportation; East-West Gateway Council of Governments; East-West Gateway Council of Governments

Table 21. Freight Value, MSA, 2020

Value of freight imported to, exported from, or shipped within the region in millions of dollars, 2020

1	New York	2,391,429
2	Los Angeles	2,356,269
3	Chicago	1,519,818
4	Houston	1,205,817
5	Dallas	1,065,900
6	San Francisco	898,492
7	Detroit	890,982
8	Atlanta	745,506
9	Boston	740,392
10	Philadelphia	701,833
11	Seattle	563,327
12	Miami	508,110
	Peer Average	475,509
13	Minneapolis	420,425
14	Columbus	383,388
15	Phoenix	338,993
16	St. Louis	329,245
17	Portland	328,861
18	Washington, D.C.	325,076
19	San Diego	321,430
20	Indianapolis	318,326
21	Cleveland	315,817
22	Denver	302,446
23	New Orleans	289,507
24	Baltimore	279,097
25	Nashville	276,590
26	Louisville	275,016
27	Cincinnati	269,669
28	Salt Lake City	266,366
29	Kansas City	263,128
30	Memphis	262,572
31	San Antonio	242,422
32	Pittsburgh	241,211
33	Austin	227,388
34	Orlando	224,097
35	Sacramento	216,871
36	Tampa	216,731
37	Charlotte	215,194
38	Milwaukee	213,022
39	Buffalo	187,509
40	Jacksonville	183,949
41	Raleigh	174,265
42	Virginia Beach	167,285
43	Birmingham	159,568
44	Richmond	145,829
45	Hartford	145,064
46	Oklahoma City	113,884
47	Las Vegas	111,919

Source: Federal Highway Administration, Freight Analysis Framework 5.4.1
Note: The geography is Combined Statistical Areas.

Air Quality Conformity Determination

AQ

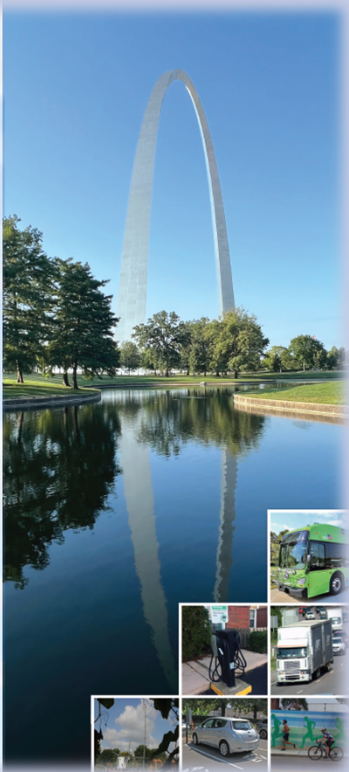
Air Quality Conformity
Determination and
Documentation
8-Hour Ozone

CONNECTED 2050

Long-Range Transportation Plan
for the St. Louis Region

Presented for Approval
June 2023

EAST-WEST GATEWAY
Council of Governments
One South Memorial Drive, Ste. 1600
St. Louis, MO 63102-2451

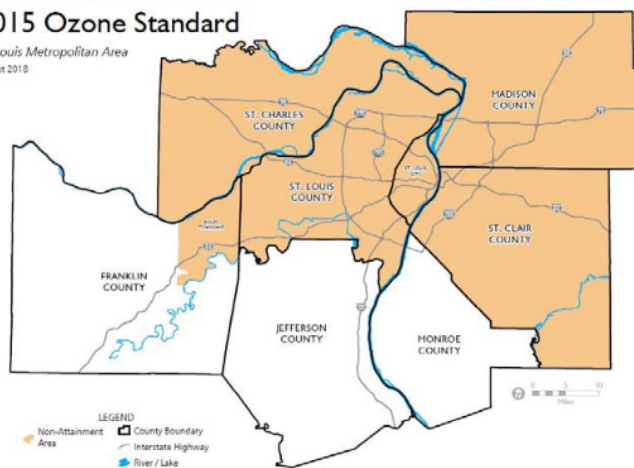


Purpose: Demonstrate that predicted future emissions from mobile sources fall within criteria specified in air quality implementation plans.

Conformity: Projects and Programs in Connected 2050 conform to relevant sections of the Federal Conformity Rule and to the applicable sections of the Missouri and Illinois SIPs for air quality

Non-Attainment Area 2015 Ozone Standard

St. Louis Metropolitan Area
August 2018



Source: East/West Gateway Council of Governments



Public Comment Period

May 8, 2023
to
June 7, 2023

2 Virtual Learning Sessions
4 In-Person Community Pop-Ups

	Connected 2050	Connected 2045 Update
In-person attendees	71	12
Virtual attendees	43	N/A
In Person Comments/Surveys	29	3
Internet (Survey/email) or Mail-In	26	11

Project-Level Feedback Received

Project	Support	Oppose
MetroLink Northside / Southside Extension	15	2
Transit asset management / operations	4	0
I-64 at I-70/U.S-61	1	0
I-270 congestion Mitigation from Rte. 100 to I-64	1	0
I-44/I-55 Interchange Reconstruction	3	0
I-64 Interchange & corridor improvements Kingshighway Ave to Jefferson Ave	2	0
I-70 from Missouri River to N Hanley Rd	0	1
US-67, Interchange & Outer Road Improvements in Jeff Co	6	0
US-61, Rehab pavement (Jefferson)	2	0
I-170, I-270 to I-64 (St. Louis)	1	0
1-44, Murdoch Ave to Vandeventer Ave (St. Louis City)	2	0

Overall Feedback Received

Key themes that emerged in the public comments

- Concerns that the plan is overly focused on moving automobiles with not enough focus on walking and biking.
- Concerns about pavement conditions and potholes (local roads in Missouri and interstate/local roads in Illinois)
- Concerns about safety on public transit.
- Concerns about road condition during project construction.

Comments on the contents of the long-range plan document

- Lack of trust in plan.
- Guiding Principles were referred to as vague goals.
- Suggestions to increase focus on the Metro East in the historical context section.

Significant Changes from Draft to Final Plan

Introduction to Long-Range Transportation Plan

- Introductory letter has been inserted at the beginning to orient the reader

Chapter 1 of the Long-Range Transportation Plan

- Addition of information on historical transit services in the Metro East

Chapter 5 of the Long-Range Transportation Plan

- an indicator to show which projects have bicycle and pedestrian facility components

Chapter 18 of the State of the System

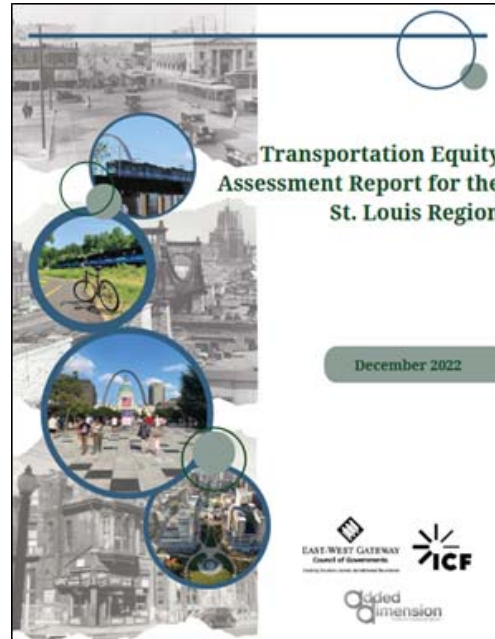
- Addition of content on historical transportation funding and a breakdown of spending by county in the EWG region

East-West Gateway Equity Goal #1

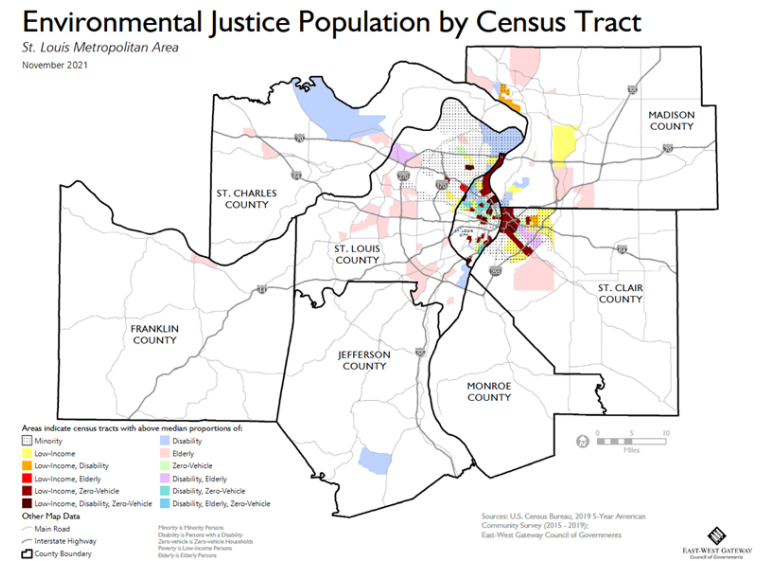
Ensure the transportation system is working for everyone in the region, and all voices are heard, including populations that are traditionally underserved.



**Equitable
Guiding Principle**



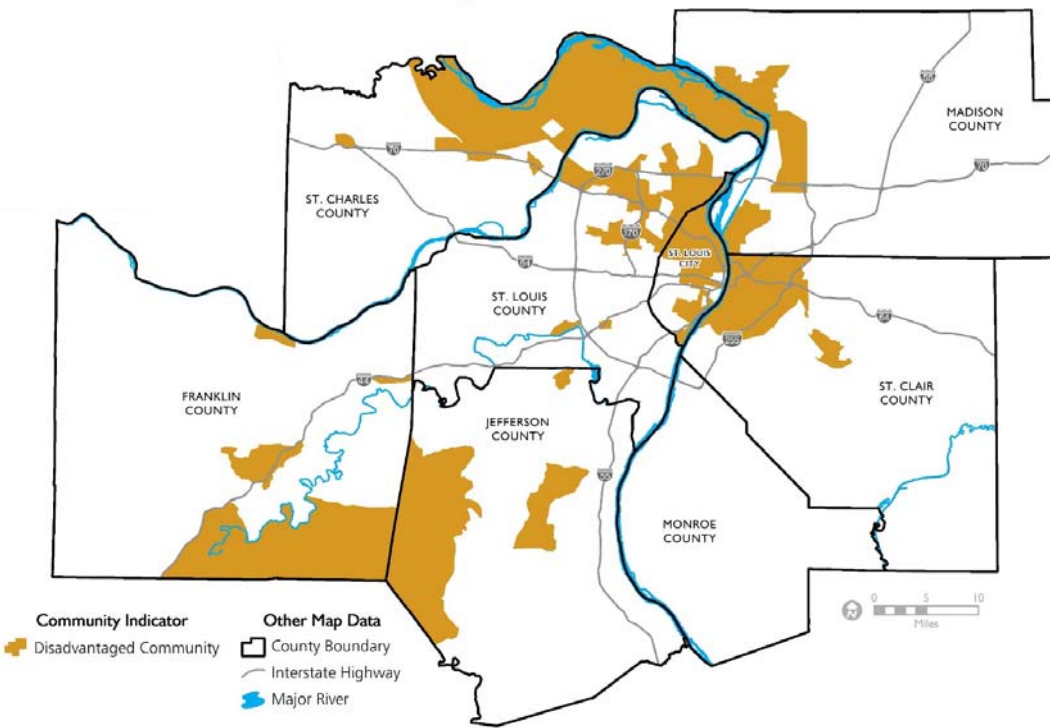
**Transportation
Equity
Assessment**



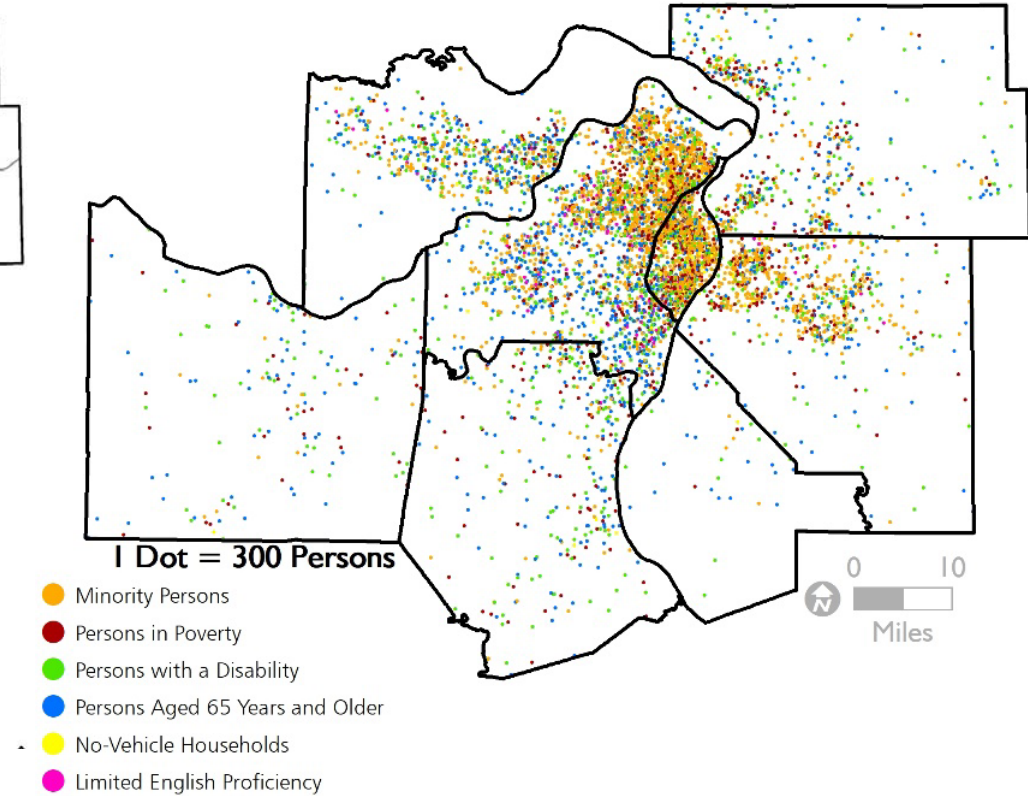
**Equity in Project
Selection**

East-West Gateway Equity Goal #2 Support local governments in maximizing competitiveness/eligibility for discretionary and formula funds

USDOT Disadvantaged Community



EWG Transportation Equity Populations



East-West Gateway Equity Goal #2 Support local governments in maximizing competitiveness/eligibility for discretionary and formula funds

County	% of Pop in Disadvantaged Community (est)	% of Pop that is a Transportation Equity Population (est)
Franklin	21%	39%
Jefferson	18%	35%
St. Charles	12%	36%
St. Louis	19%	56%
St. Louis City	59%	70%
Madison	37%	45%
Monroe	0%	Data not Available*
St. Clair	38%	55%

* There is no estimate for Monroe county due to the small sample. If we look at the remainder of the MSA that includes counties with only small population the value is ~42%