LRTP Update

CONNECTED 2050

LONG-RANGE TRANSPORTATION PLAN FOR THE ST. LOUIS REGION

FEBRUARY 2023

January EAC / BOD Recap

The Board of Directors asked Staff to –

- Clarify the federal requirements for MPO Long-Range Transportation Plans
- Share the role of population and employment projections in the LRTP development
- Compare the Guiding Principles and Evaluation Measures for Connected 2050 to EWG's previous LRTP
- Compare the Guiding Principles and Evaluation Measures for Connected 2050 with successful peer regions' plans
- Discuss how the evaluation measures for Connected 2050 were developed

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

LRTP
Federal Requirements

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

The metropolitan planning process must be-
CONTINUOUS
COOPERATIVE
COMPREHENSIVE

CONNECTED 2050
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

- **LRTP Content Requirements -**
  - Strategies and Actions
  - Persons and Goods
  - Transportation Facilities
  - Performance Measures and Targets
  - System Performance Report
  - Operational and Management Strategies
  - Congestion Management Process
  - Preservation, Capacity, and Resilience
  - Public Transit
  - Design Concept and Scope
  - Environmental Mitigation Activities
  - Financial Plan

LRTP vs. TIP

LRTP

- ❑ Every 4 years
- ❑ Broad criteria
- ❑ Focus on major projects
- ❑ Blueprint for the future
- ❑ 20+ year horizon
- ❑ Multi-step process – project scores + collaboration with sponsors

TIP

- ❑ Every year
- ❑ Detailed criteria
- ❑ Prioritizes projects of all sizes
- ❑ Commits $$
- ❑ 4-year implementation plan
- ❑ Project scores largely determine whether projects are included in the TIP

Projects that are prioritized for funding in the TIP are, by definition, also a part of the LRTP.
For this reason, not every local improvement needs to be included in the LRTP.

Population and Employment

Population and Employment projections are used as part of the Travel Demand Model and the Air Quality Conformity Model.

These macro-level projections are not used directly in prioritizing projects.

Project evaluation measures for both the TIP and LRTP assess how well a project improves access to existing or planned developments such as employment centers, tourism sites, parks and recreation facilities, education facilities, and healthcare facilities. Information about planned developments is provided along with project applications.

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Guiding Principles

Connected 2045

⇩

Connected 2050

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Major Changes between Connected2045 and Connected 2050 Guiding Principles

- Three categories of principles –
  - Our Communities and Region – WHY we do what we do
  - Our Transportation System – What we do
  - Our Process – How we do what we do
- The addition of 4 process principles
- An increased focus on resilience of the transportation system
- A broadened focus on equity

Project Evaluation

Criteria used to select Evaluation Measures –

- Data Analysis
- Data Availability
- Feedback from the Board Workshop – June 2022
- MPO Best Practices/Comparison to other MPO Regions
- Community Input
- Review of Regional and Local Plans

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Project Evaluation

Connected2045

⇩

Connected 2050

Connected 2050 (New LRTP)		Connected2045 (Old LRTP)	
Economic Vitality*	12	Support Quality Development	10
Seamless, Efficient, & Reliable	12	Strengthen Intermodal Connections	9
		Support a Diverse Economy with a Reliable System	10
Thriving Neighborhoods & Communities*	12	Support Neighborhoods & Communities**	7
A Vibrant Downtown & Central Core	4	Foster a Vibrant Downtown & Central Core	8
A Healthy & Sustainable Environment*	8	Protect Air Quality & Environmental Assets	5
Safe & Secure	18	Promote Safety & Security	11
Choices & Access for All*	18	Support Public Transportation	15
		Provide More Transportation Choices	9
Well-Maintained & Resilient	16	Preserve & Maintain Existing System	16

*13 equity points distributed throughout these categories
** 7 possible equity points only awarded for projects in EJ areas

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Long-Range Transportation Plan for the St. Louis Region

Equity in Connected 2050

Environmental Justice Areas VS. Transportation Equity Populations

Transportation Equity Populations (TEPs) include –

- People with disabilities
- Seniors
- low-income households
- Minority households
- Limited-English proficiency households
- Zero-vehicle households

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Long-Range Transportation Plan for the St. Louis Region

Environmental Justice Population by Census Tract

St. Louis Metropolitan Area

November 2021

Areas indicate census tracts with above median proportions of:

- Minority
- Low-Income
- Low-Income, Disability
- Low-Income, Elderly
- Low-Income, Zero-Vehicle
- Low-Income, Disability, Zero-Vehicle
- Disability
- Elderly
- Zero-Vehicle
- Disability, Elderly
- Disability, Zero-Vehicle
- Disability, Elderly, Zero-Vehicle

Other Map Data

- Main Road
- Interstate Highway
- County Boundary

Minority is Minority Persons
Disability is Persons with a Disability
Zero-vehicle is Zero-vehicle Households
Poverty is Low-income Persons
Elderly is Elderly Persons

Sources: U.S. Census Bureau, 2019 5-Year American Community Survey (2015 - 2019);
East-West Gateway Council of Governments

EAST-WEST GATEWAY
Council of Governments

Equity Analysis Contents:

1. **Analysis of Current Conditions**
2. Analysis of past spending patterns
3. Historical Analysis

The first part of the report will be an analysis of current conditions. This will entail documenting groups of people or geographic areas that may have special transportation needs.

This is an example of the kinds of data that we're compiling. It's a dot density map showing persons with a disability; areas with high concentrations (approximately > 20%) are shown in yellow.

Transportation Equity Populations by Census Tract
All Equity Populations

East-West Gateway Region

1 Dot = 100 Persons

- Minority Persons
- Persons in Poverty
- Persons with a Disability
- Persons Aged 65 Years and Older
- No-Vehicle Households
- Limited English Proficiency

Other Map Data

- County Boundary
- Interstate Highway
- Major River

Data is depicted by 2020 Census tracts.
Tract boundaries are not shown on the map.

Sources: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2016-2020; East-West Gateway Council of Governments

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Council of Governments
February 2023

Comparison to other Regional Plans

Atlanta
Austin
Broward (Florida)
Denver
Indianapolis
Kansas City
Nashville

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Main Takeaways –

- Comparison is difficult and is not always one-to-one
- Safety, Accessibility, Mobility, Preservation, Congestion, the Economy, and the Environment are included in all plans
- Many plans include a livable neighborhoods and communities component
- Equity is included in different ways and at different levels
- Processes seem very similar, though priority areas differ
    - Atlanta 30% to Congestion and 20% to Accessibility
    - Austin – 30% Safety and 30% Mobility
    - Broward – 27% Mobility and 20% Accessibility
    - Denver – 47% Mobility and 23% Environment
    - Indianapolis – 25% Economy and 25% Congestion
    - Kansas City – Evenly distributed across all areas
    - Nashville 30% to Safety and 20% to Preservation

Connected 2050 Guiding Principles

Adopted by the Board of Directors in October 2022, the Guiding Principles establish a vision and priorities for the St. Louis region's transportation system, including highways, bridges, public transit, bicycle and pedestrian routes, and freight connections.

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Economic Vitality (12 points)

Maximize the region's economic competitiveness in key industries including freight and support growth in quality jobs

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Desired Outcomes and Scoring Criteria –

- Project supports regional freight movement and connections (3)
  - St. Louis Regional Freightway's Priority Project List
  - National Highway Freight Network or NHS Intermodal Freight Connectors
  - Local Freight Access
- Project supports access to employment centers or tourism sites (3)
  - Worker access to industrial centers, commercial centers, tourism sites
- Project supports regional access to planned economic development/redevelopment opportunities (3)
  - Improves access to revitalize a Transportation Equity Area
  - Improves access to redevelopment or revitalization of underutilized site
  - Improves access to new development
- Project supports access to jobs for Transportation Equity Populations (3)
  - Supports access to jobs for households without a vehicle and access to jobs for Transportation Equity Populations (TEPs)

2024 PRIORITY FREIGHT PROJECTS
ST LOUIS REGIONAL FREIGHTWAY

Advanced to Construction (Funded)

- **Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)** $222M✓
- **I-255/Davis Street Ferry Rd. Interchange (IL)** $42M
- Union Pacific Railroad Lenox Tower Replacement and Track Realignment (IL) $10.1M✓
- Earth City Access Improvements (MO) $4M✓
- Illinois Rte. 3 Connector between IL Rte. 3 and IL Rte. 203 (IL) $81.5M

- J.S. McDonnell Connector Access Improvements (MO) $2.4M✓
- I-64 Improvements from Green Mount Rd. to Illinois Rte. 158 (Air Mobility Dr.) (IL) $36M
- North Park Access Improvements (MO) $3M✓
- Illinois Rte. 158 (Air Mobility Dr.) Relocation from Rte. 161 to Rte. 177 (IL) $17.5M
- I-55 Improvements from Rte. Z to U.S. Rt. 67 (MO) ($27M Engineering and $206M Construction) $233M

Partially Programmed for Construction

- **North Riverfront Commerce Corridor Improvements (MO)** $34M – PARTIALLY FUNDED
- **Illinois Rte. 3 Access Improvements (IL)** $220M – PARTIALLY FUNDED
- America's Central Port Intermodal Improvements (IL) $371.2M – PARTIALLY FUNDED
- Kaskaskia Regional Port District Improvements (IL) $30M – PARTIALLY FUNDED

- **I-270 Improvements from I-70 (MO) to Illinois Rte. 157 (MO-IL)** $887.5M
  - I-270 from James S. McDonnell Blvd. to Bellefontaine Rd. (MO) $278M – FUNDED
  - I-270 widening from east of Rte. 367 (Bellefontaine Rd.) to west of Rte. H (Riverview Dr.) (MO) $11M – FUNDED
  - I-270 Mississippi River Chain of Rocks Bridge Replacement and 6 lanes from the Mississippi River Bridge to the Chain of Rocks Canal on the Illinois side (MO/IL) $496M – FUNDED
  - I-270 6-lane Preliminary Engineering (IL) $3M – FUNDED
  - I-270 from Illinois Rte. 3 to East of St. Thomas Rd., includes land acquisition and utility relocations (IL) $76.5M – FUNDED
  - Illinois Rte. 111 at Chain of Rocks Rd, includes construction engineering, land acquisition and utility relocations (IL) $19M – FUNDED
- **I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO)** $543.9M
  - I-70 Wentzville Parkway to Warren County capacity to be added $27.9M (Tier 3*) – NOT FUNDED
  - I-70 Interchange Improvement at Rte. T/W $30M – NOT FUNDED
  - I-70 Bottleneck Improvements from Wentzville Parkway to Rte. Z $39M – FUNDED
  - I-70/I-64 Interchange Improvements $120M – PARTIALLY FUNDED
  - I-70 Interchange Outer Rd., and Mainline Improvements from Mid Rivers Mall Drive to Bryan Rd. $90M – NOT FUNDED
  - I-70 Improvements from Fairgrounds Rd. to Cave Springs Rd. $62M – FUNDED

(Partially Programmed for Construction continued on page 3)

- **St. Louis Regional Freightway's highest priority projects**
- ✓ Construction completed
- * Tier level of MoDOT's high priority unfunded transportation needs

2024 PRIORITY FREIGHT PROJECTS
ST LOUIS REGIONAL FREIGHTWAY

(Partially Programmed for Construction continued from page 2)

  - I-70 Improvements from Rte. 141 to I-170 $178M (Tier 1 and 2*) – NOT FUNDED
  - I-70 St. Louis City Limit to Benton St. interchange reconfiguration and safety enhancements $168M (Tier 2*) – NOT FUNDED
  - I-70 Additional lanes from Zumbehl Rd. to MO 370 $7M – NOT FUNDED
  - Partnership between Kansas City and the St. Louis region highlights the importance of reconstructing and adding capacity to Missouri's statewide I-70 corridor (MO Statewide Unfunded Needs*)
- St. Louis Lambert International Airport North Cargo Improvements (MO) $17.5M

Concept Development or Planning

- I-255/Fish Lake (Ramsey Rd.) Interchange (IL) $27M
- Mississippi River Port Development Projects (MO) $86.1M
- Terminal Railroad Association of St. Louis (TRRA) Tunnel-Arch Riverfront Dewatering (MO) $8.8M
- St. Louis Multi-Modal Freight Yard Expansion at Madison Yard and Rail Improvements in St. Clair County (IL) $81M
- 1-55/70 lane additions from I-255 to I-270 (IL) $456M

- MidAmerica St. Louis Airport Distribution Improvements (IL) $45M
- St. Louis Lambert International Airport Access Improvements (MO) $38.4M
- New Terminal for St. Louis Lambert International Airport – Estimated Cost TBD
- MacArthur Bridge (TRRA) Improvements over the Mississippi River – Estimated Cost $34M
- Martin Luther King (MLK) Bridge Replacement over the Mississippi River – Estimated Cost $250M

- **St. Louis Regional Freightway's highest priority projects**
- ✓ Construction completed
- * Tier level of MoDOT's high priority unfunded transportation needs

Manufacturing Employment, 2018

St. Louis Metropolitan Area

October 2020

This map depicts the estimated number of people, by place of work, employed in a manufacturing related job by 1/4 square mile grid cell. The five grid cells with the greatest number of people employed in manufacturing are called out with labels.

Sources: Dun & Bradstreet;
East-West Gateway Council of Governments

EAST-WEST GATEWAY
Council of Governments

Thriving Neighborhoods & Communities (12 points)

Provide all people with access to parks, educational opportunities, healthcare, and connections between neighborhoods and communities

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Long-Range Transportation Plan for the St. Louis Region

Desired Outcomes and Scoring Criteria –

- Project increases access to education, groceries, healthcare, parks or other essential services (3)
  - Directly connects to or expands multimodal access
  - Improves multimodal access within ½ mile
  - Supports Transportation Equity Populations (TEPs)
- Project supports community life and placemaking (3)
  - Includes placemaking elements AND supports walkable development or opportunities for social activity in a community
  - Includes placemaking elements OR supports walkable development or opportunities for social activity in a community
  - Supports TEPs
- Project reduces adverse impacts of transportation on communities (3)
  - Helps reduce truck traffic, noise, or vibration in communities with high TEPs
  - Helps reduce truck traffic, noise, or vibration in communities
  - *Projects can lose up to 2 points if they cause increased truck traffic, noise, or vibration in communities or communities with high TEPs*
- Project improves multimodal connectivity (3)
  - Improves multimodal access and connections

The St. Louis Region has some amazing neighborhoods and communities

C&W [i.e., Cushman & Wakefield, site selection consultants]regularly considers alternative **attributes that both retain and attract educated mlllennials: presence of a large educational institution, vibrant cultural scene, and a thriving downtown area with a mix of uses** and demographic diversity.

-Area Development Magazine

"**Quality of place** attracts new talent. In today's world, companies seek talented workers, who seek quality places, and quality places attract talented people. Talented employees are the backbone of any business. **They are also the starting point for many strategic decisions, including where corporate occupiers should locate operations.**"

-Robert Flor, President & CEO
Global Investment Attraction Group

"These new mixed-use communities are **appealing to both the up-and-coming millennial generation, with their desire to work and live in thriving urban hubs, as well as retiring baby-boomers seeking to downsize** and simplify their lives. Both want the same thing — ready access to amenities, convenience, proximity to the activity, and cultural experiences that mixed-use communities are designed to provide for us. The new urbanites are **looking for communities that are walkable, vibrant, energetic, have adequate transportation**, and which provide personal, social and professional experiences."

-Site Selection Magazine

A Vibrant Downtown & Central Core (4 points)

Enhance the attractiveness of downtown St. Louis and the central core to strengthen the regional economy

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Desired Outcomes and Scoring Criteria –

- Project improves access to, or travel options within, the downtown or central core (4)
  - Improves access to, or travel options within, the downtown or central core

Employment Density

East-West Gateway Region

Sources: Dun & Bradstreet, 2022;
East-West Gateway Council of Governments

EAST-WEST GATEWAY
Council of Governments
Feburary 2023

THE ST. LOUIS METROPOLITAN CORE REIMAGINED

- Busch Stadium
- City Museum
- CAM St. Louis
- Enterprise Center
- The Fox Theatre
- Gateway Arch
- Griot Museum of Black History
- The Jewel Box
- McDonnell Planetarium
- MO Botanical Garden
- MO History Museum
- STL Art Museum
- STL City SC
- The Muny
- STL Science Center
- STL Symphony
- STL Zoo
- Vaughn Cultural Center
- Ameren
- Anthem BCBS
- GlaxoSmithKline
- Nestle Purina
- Peabody Energy
- Spire Energy
- Square
- Stereotaxis
- Stifel
- US Bank
- Wells Fargo Advisors
- Claim Academy
- HSSU
- LaunchCode
- Ranken Tech
- SLU
- STLCC Forest Park
- STLCC Harrison
- WashU
- Federal Reserve
- NGA West
- Cortex
- BioSTL
- Capital Innovators
- The CET
- Delmar DivINe
- SixThirty
- T-Rex
- Barnes-Jewish
- BJC Institute
- Goldfarb School of Nursing
- SLU School of Med
- Cardinal Glennon
- SSM SLU
- STL Children's
- UHSP
- WashU Medical Campus
- WashU School of Med

A Healthy & Sustainable Environment (8 points)

Ensure clean air and waterways and reduce emissions contributing to climate change to support the health and well-being of our communities

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Long-Range Transportation Plan for the St. Louis Region

Desired Outcomes and Scoring Criteria –

- Project improves air quality and/or reduces greenhouse gas emissions (4)
  - Reduces transportation-related emissions by encouraging shifts to cleaner modes or vehicles
  - Reduces transportation-related emissions by reducing trip lengths or encouraging car-pooling
  - Reduces transportation-related emissions by improving transportation operations
  - *Projects can lose up to 2 points if they increase emissions*
- Project supports improved water quality (2)
  - Reduces total impervious surface area and/or enhances water quality
  - No effect on impervious surface area/minimize sediment, nutrients, and litter entering surface waters
- Project does not adversely affect ecologically significant areas (2)
  - Points are dependent upon the ecological significance rating of the project location
  - *Projects can lose 1 point if in a highly ecologically significant area*

Diesel Particulate Matter Exposure

East-West Gaterway Region

June 2022

Mixture of particles that are part of diesel exhaust in the air, and compiled from the National Air Toxics Assessment (NATA) using 2014 data. Air toxics, or hazardous air pollutants, are known or expected to cause cancer or other serious health effects such as birth defects.

Percentile
- Over 90%
- 85% to 90%
- 70% t0 85%
- 55% to 70%
- 55% or Less

Other Map Data
- County Boundary
- Interstate Highway
- Major Road
- River / Lake

Data is depicted by 2010 Census tracts. Tract boundaries are not shown on the map.

Sources: Climate and Economic Justice Screening Tool (Beta), Council on Environmental Quality, accessed June 2022; East-West Gateway Council of Governments

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Council of Governments

Ecological Significance, 2022

East-West Gateway Region

For Ecological Significance, 1 represents low significance and 10 represents high significance.

Sources: Missouri Resource Assessment Partnership (MoRAP); East-West Gateway Council of Governments

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Council of Governments

October 2022

Safe & Secure (18 points)

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

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Long-Range Transportation Plan for the St. Louis Region

Desired Outcomes and Scoring Criteria –

- Project reduces traffic-related fatalities and serious injuries (8)
  - Up to 8 points awarded based on the current facility's fatal and serious injury crash rate and inclusion of proven safety countermeasures
- Project improves safety for people walking and biking (8)
  - Up to 8 points awarded if project is within ¼ mile of an area with a very high, high, or moderate bicycle/pedestrian fatality or serious injury crash rate and inclusion of bicycle/pedestrian safety countermeasures
- Project supports crime prevention and security (including reducing terrorism risk) (2)
  - Supports crime prevention and security through increased public activity, improved lighting, sightlines, cameras, monitoring, and enforcement

Motor Vehicle Crashes, 2017-2021

East-West Gateway Region

Sources: Illinois Department of Transportation 2017-2021; Missouri Department of Transportation 2017-2021; East-West Gateway Council of Governments

EAST-WEST GATEWAY
Council of Governments
January 2023

Regional Roadway Fatalities and Targets, 2017-2021					
	2017	2018	2019	2020	2021
Fatalities Target		261.2	289.6	279.4	294.3
EWG Total	309	295	295	331	344
Madison	*44*	*35*	*36*	*32*	*29*
Monroe	*1*	*5*	*3*	*1*	*4*
St. Clair	*36*	*30*	*26*	*34*	*41*
Franklin	*14*	*26*	*32*	*17*	*14*
Jefferson	*35*	*28*	*36*	*39*	*45*
St. Charles	*37*	*41*	*25*	*33*	*30*
St. Louis	*86*	*77*	*77*	*94*	*110*
St. Louis City	*56*	*53*	*60*	*81*	*71*

Choices & Access for All (18 points)

Improve public transportation, bicycling, and walking, and other alternatives to driving to help people of all ages, abilities, and population groups access opportunities

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Long-Range Transportation Plan for the St. Louis Region

Desired Outcomes and Scoring Criteria –

- Project improves access for people with disabilities (2)
  - Includes ADA curb ramps, audio/visual signals, driveway grade, etc.)
- Project improves transit service (4)
  - Provides transit service to new areas or improves transit speed or reliability
- Project improves transit rider experience (2)
  - Project adds shelters, benches, or other amenities
- Project improves connections to transit (2)
  - Improves bike/ped access to transit
  - Improves vehicular access to transit (park/ride lots)
- Project enhances bicycling or walking (4)
  - Enhances bicycling AND walking (e.g. new off-road path or combo facility)
  - Enhances bicycling OR walking (e.g. bike lane OR sidewalk)
  - *Projects can lose up to 3 points if they create barriers to bicycling or walking*
- Project supports other alternatives to driving alone (1)
  - Supports ridesharing, park and ride lots, HOV lanes, etc.
- Project enhances multimodal travel options for TEPs (3)

Job Accessibility by Auto - 2020

St. Louis Metropolitan Area

July 2022

Percentage of jobs in the eight-county region that can be reached within a 25 minute travel time by auto during the AM peak period for current residents of each transportation analysis zone (TAZ).

Percentage of Total Jobs Accessible

- 1%- 10%
- 10% - 20%
- 20% - 40%
- 40% - 60%
- 60% - 75%
- 75% - 100%

Other Map Data

- Major Road
- Interstate Highway
- County Boundary
- Major River

Source: East-West Gateway Council of Governments

EAST-WEST GATEWAY
Council of Governments

Job Accessibility by Transit - 2020

St. Louis Metropolitan Area

July 2022

Percentage of jobs in the eight-county region that can be reached within a 25 minute travel time by transit during the AM peak period for current residents of each transportation analysis zone (TAZ).

Percentage of Total Jobs Accessible

- .01% - 1%
- 1% - 2%
- 2% - 3%
- 3% - 5%
- 5% - 7%
- 7% - 8.4%

Other Map Data

- Major Road
- Interstate Highway
- County Boundary
- Major River

Source: East-West Gateway Council of Governments

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Council of Governments

Seamless, Efficient, & Reliable (12 points)

Enhance connectivity, manage congestion, and improve travel time reliability to support efficient personal travel and freight movement

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Desired Outcomes and Scoring Criteria –

- Project improves travel time reliability (4)
  - Up to 4 points awarded based on Level of Travel Time Reliability (LOTTR)
- Project supports efficient management of the system (2)
  - Includes demand management strategies and/or system management and operations strategies
- Project improves freight reliability (5)
  - Up to 4 points awarded based on Truck Travel Time Reliability (TTR)
  - 1 point awarded for projects that support industrial sites, warehouses, or freight cargo areas
- Project improves intermodal freight connections (1)
  - Improves intermodal connections between truck, rail, and/or ports

95.0%
Reliable
Missouri River
St Peters
St Charles
Gateway Regional Medical Center
WILDWOOD
BELLEVILLE
Meramec River
Big River
Kaskaskia River
<1.00
1.00
1.25
1.50
1.75
2.00+
Target: At least 86.9% of the system should have a LOTTR less than 1.50

1.39
Missouri River
St Peters
St Charles
Gateway Regional Medical Center
WILDWOOD
BELLEVILLE
Meramec River
Big River
Kaskaskia River
<1.00
1.00
1.25
1.50
1.75
2.00+
Target: The system should have a TTTR less than 1.50

Well-Maintained & Resilient (16 points)

Ensure that the transportation system is clean, maintained in a state of good repair, and resilient to extreme weather and other disruptions

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Desired Outcomes and Scoring Criteria –

- Project addresses a bridge preservation need (4)
  - Up to 4 points awarded based on the condition of the bridge
- Project addresses pavement preservation needs (4)
  - Up to 4 points awarded based on the condition of the pavement
- Project addresses transit preservation need (4)
  - Up to 4 points awarded for improving transit facility, rolling stock, or other transit preservation need
- Project improves evacuations (1)
  - Project located on an evacuation corridor or provides a second route for areas with 1-way emergency access
- Project supports transportation infrastructure to withstand extreme weather (3)
  - Includes adaptable or resilient elements to future-proof the investment and better withstand severe weather

Figure 9

Source: FHWA

The figure shows how an active program of preventative maintenance reduces the long-term costs to keep a roadway in good condition.

Updated Project Timeline

- Now to March 2023
  - Finalize project priority list
  - Determine Financial Capacity
  - Travel demand modelling
  - Air quality conformity
  - Report writing
- April 2023 – Draft Plan
- May 2023 – Public Comment Period
- June 2023 – Final Plan

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Questions/Discussion

Appendix

Evaluation Criteria

Guiding Principles	Project Measures
Economic Vitality	supports regional freight movement and connections supports access to employment centers or tourism sites supports regional access to planned economic development opportunities supports access to jobs for Transportation Equity Populations*
Thriving Neighborhoods and Communities	increases access to parks, education, groceries, healthcare, or essential services* supports community life and placemaking* reduces adverse impacts of transportation on communities* improves multimodal connectivity*
A Vibrant Downtown and Central Core	improves access to, or travel options within, the downtown or central core
A Healthy and Sustainable Environment	improves air quality and/or reduces greenhouse gas emissions* supports improved water quality does not adversely affect ecologically significant areas
Safe and Secure	reduces traffic-related fatalities and serious injuries improves safety for people walking and biking. supports crime prevention and security (including reducing terrorism risk).
Choices and Access for All	improves access for people with disabilities* improves transit services, transit rider experience and/or connections to transit enhances bicycling and/or walking supports other alternatives to driving alone (e.g carpool, rideshare) enhances multimodal travel options for Transportation Equity Populations*
Seamless, Efficient, and Reliable	improves travel time reliability supports efficient management of the system (e.g. traveler information systems) improves freight reliability improves intermodal freight connections
Well-Maintained and Resilient	addresses bridge preservation need addresses pavement preservation need addresses transit preservation need improves evacuations (e.g., due to terrorism, weather, etc.) supports transportation infrastructure to withstand extreme weather.

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Evaluation Criteria Scoring

Guiding Principle	Possible Points	Equity points (included in total points)	Negative Points Possible
Economic Vitality	12	4	
Thriving Neighborhoods and Communities	12	3	Yes – noise and traffic increases
A Vibrant Downtown and Central Core	4	0	
A Healthy and Sustainable Environment	8	1	Yes – negative environmental impacts
Safe and Secure	18	0	
Choices and Access for All	18	5	Yes – creation of barriers to walking/biking
Seamless, Efficient, and Reliable	12	0	
Well-Maintained and Resilient	16	0	
TOTAL	100	13	

CONNECTED 2050
Long-Range Transportation Plan for the St. Louis Region

Timeline

Consultant work: *Update Guiding Principles, Equity Investment Analysis, Engagement*

Table 59. TIP Funding by Primary Investment Type (Excludes Transit)

East-West Gateway Region, 2005-2024

Investment Type	Amount (in dollars)	Percent of Funding
Roadway Resurfacing	2,969,771,340	22.3
New Road/Bridge	2,519,646,230	18.9
Bridge Reconstruction/ Replacement	2,511,312,639	18.8
Roadway Reconstruction	1,988,399,818	14.9
Traffic Operations	1,572,841,102	11.8
Adding Lanes	941,415,807	7.1
Other	830,818,068	6.2

Source: East-West Gateway Transportation Improvement Programs 2005-2024, as of 2022.

Figure 79. Total Spending by Investment Category
East-West Gateway Region, 2005-2024

Notes: Excludes transit expenditures.
* Community & Environment = Community Enhancement and Environmental Mitigation
Source: East-West Gateway Transportation Improvement Programs 2005-2024, as of 2022