

A spiral-bound notebook with a light-colored, textured cover. The spiral binding is on the left side. The text is centered on the cover.

Integrating Air Quality Planning in the Project Selection Process

Notes from the St. Louis Region

Background

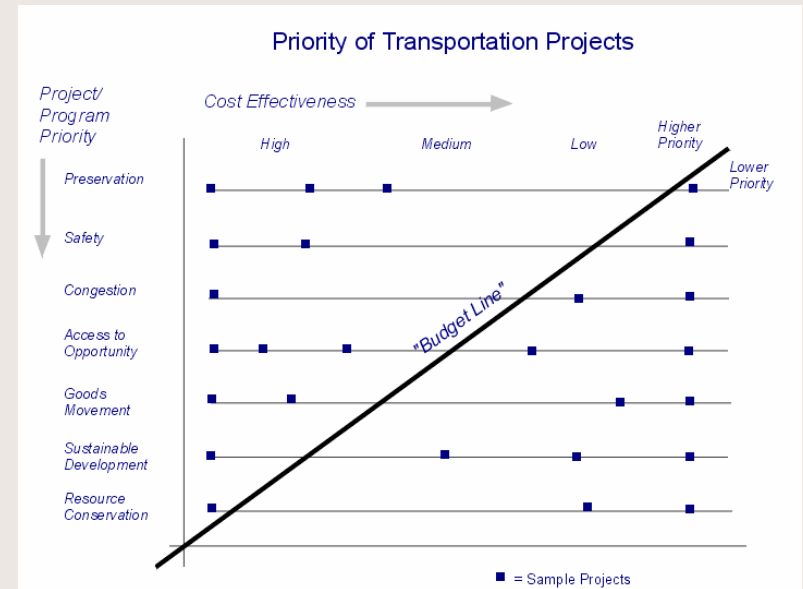
- Project Selection & Conformity conducted independently before ISTEA
- Conformity Process followed the Selection Process
- Conformity viewed as just another hurdle in funding a project

Background, cont.

- ISTEA provided an opportunity for a philosophy change
- *Transportation Redefined* set a new standard in planning and decision making

Decision Making Priority Areas

- Preservation
- Safety
- Congestion
- Access to Opportunity
- Goods Movement
- Sustainable Development
- Resource Conservation

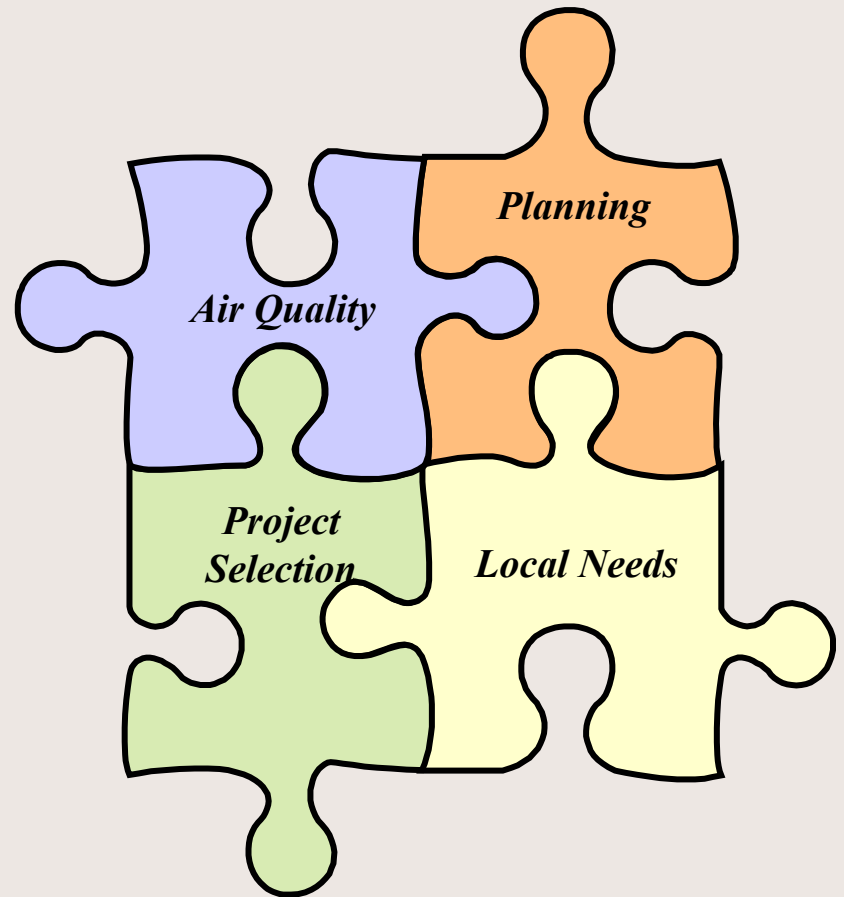


Project Selection Challenges

- Utilize the Seven Priority Areas
- Quantify Project Selection for the Plan and the TIP
- Get buy-in from the State Departments of Transportation

Pieces of the Puzzle

- Missouri Department of Transportation
- Illinois Department of Transportation
- Bi-State Development Agency
- Eight counties and more than 200 cities



State Evaluation Process

Missouri DOT

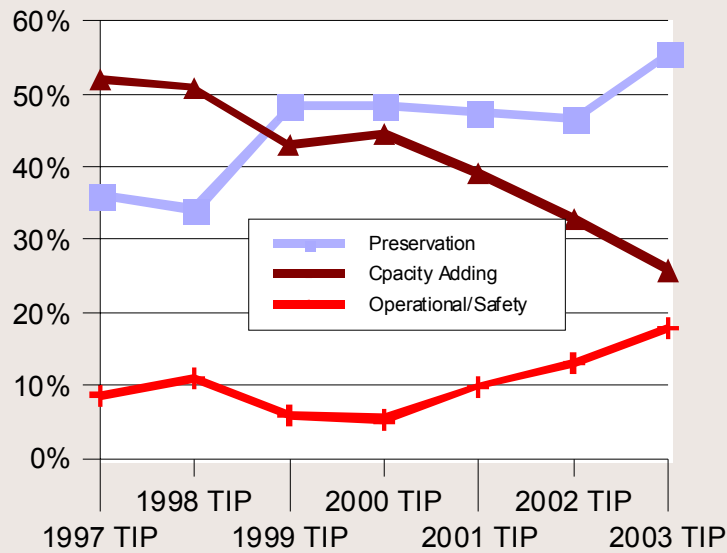
- District evaluation of projects is based on 7 priority areas
- \$117 million per year in set-aside funding for preservation & operations
- Three of 13 new projects required modeling this year

Illinois DOT

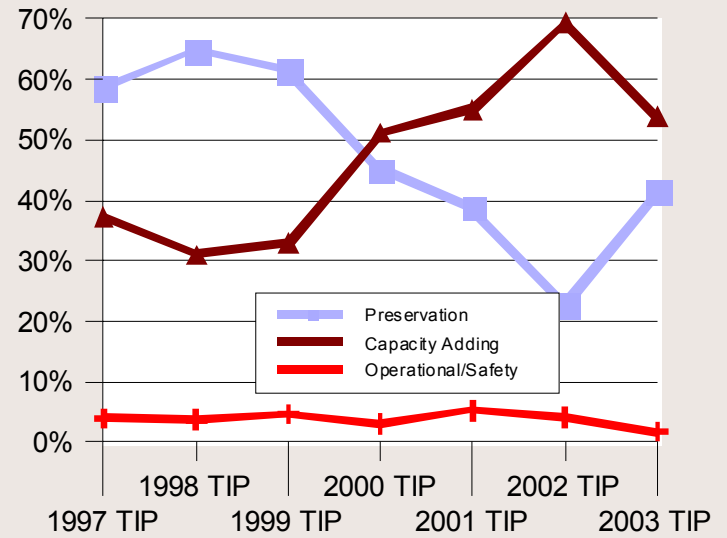
- Considers seven priority areas
- Illinois FIRST funded significant capacity adding projects in 2001

State Investment Trends

MoDOT Investment Trends



IDOT Investment Trends



STP Evaluation Process

- Seven Priority Areas guide the selection
 - Development of projects is focused non-capacity adding improvements
- Weighted scoring process using information provided on applications.
- Cost effectiveness of projects is based on weighted scoring and annualized federal costs.

STP Evaluation Process


- Evaluation inputs include
 - Facility/Vehicle Utilization
 - Annualized Federal Costs
 - Cumulative Project Scores
 - Determination of Cost Effectiveness
- Five of the 53 projects submitted this year required modeling and 53 of the 393 projects approved since 1993 required modeling

Project Evaluation

Project Evaluation Analysis							
County:	St. Louis						
Sponsor:	Crestwood						
Project:	Rayburn Avenue -- Sappington Rd To Sunset Hills City Limits						
ID #:	8001-03						
Cost Effectiveness Inputs							
Facility/Vehicle Utilization							
Average Daily Traffic (ADT)	1791						
Vehicle Occupancy Rate	1.25						
Project Length	0.64						
Person Miles of Travel	1,433						
Annualized Capital Costs							
Useful project life (years)	15						
Capital Recovery Factor (7%)	0.1098						
Federal funds requested	\$132,800						
Total project cost	\$166,000						
Annualized federal costs	\$14,581						
Annualized total costs	\$18,226						
Cumulative Project Score							
	Points	Priority Wt.	Subscore 1	Usage	Subscore 2	Category Wt.	Effect. Score
Preservation Score	5	6.00	30.00	2.00	32.00	4.00	128.00
Safety Score	1	4.00	4.00	0.00	4.00	1.00	4.00
Congestion Score	1	3.00	3.00	0.00	3.00	1.00	3.00
Access to Opportunity Score	0	2.00	0.00	0.00	0.00	1.00	0.00
Goods Movement Score	1	2.00	2.00	0.00	2.00	1.00	2.00
Sustainable Development Score	5	2.00	10.00	0.00	10.00	1.00	10.00
Resource Conservation Score	0	1.00	0.00	0.00	0.00	1.00	0.00
TOTAL			49.00		51.00		147.00
Cost Effectiveness							
Federal	\$99.19						
Total	\$123.99						
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CMAQ Evaluation Process

- Seven Priority Areas influence the development of projects
- Encourage non-traditional projects (ITS, Telecommuting, TMAs)
- Projects are ranked by cost per ton of emission reduce
- Cost Effectiveness
 - Requested Federal Funds
 - Estimated Emission Reductions



*The system as it now exists
represents an enormous
financial, social, and
environmental commitment, in
the past and for the future.*

Transportation Redefined