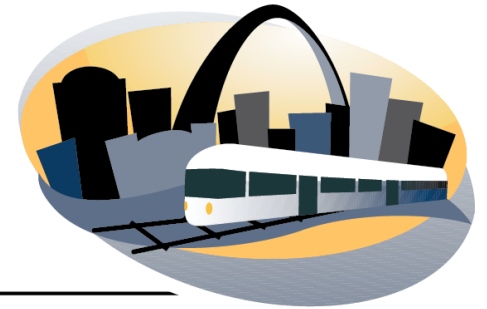


NORTHSIDE-SOUTHSIDE STUDY



Project Update

September 13, 2018

Citizens for Modern Transit



Committees and Consulting Team

• **Advisory and Technical Committees**

- East-West Gateway
- Bi-State Development
- Metro
- City of Saint Louis
 - Mayor's Office
 - Treasurer's Office
 - Planning and Urban Design
- Saint Louis Development Corporation
- Saint Louis County
- Missouri Department of Transportation

• **Consulting Team**

- AECOM
- WSP USA
- EDSI
- Vector Communications
- Development Strategies
- Kivindy Engineering Services
- Resource Systems Group



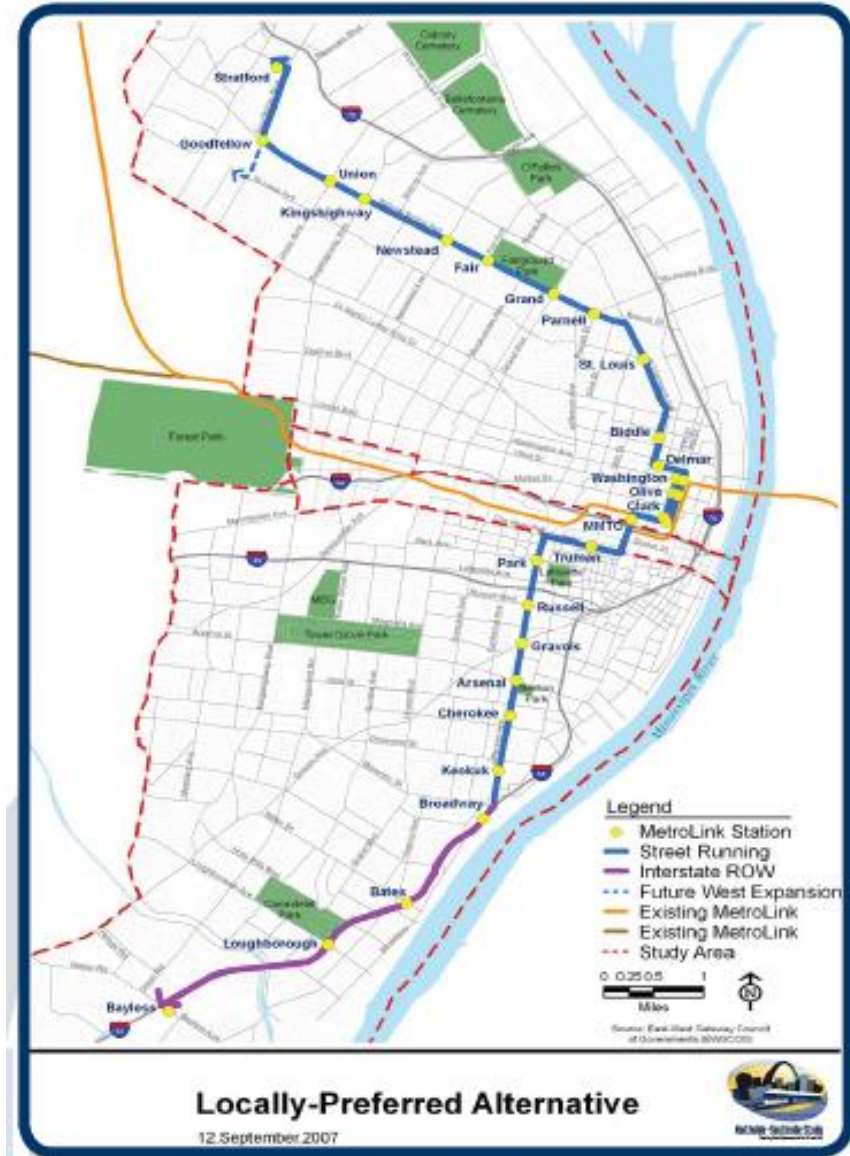
**NORTHSIDE
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1 : Northside-Southside Project History and Purpose & Need



2008 Northside-Southside Study

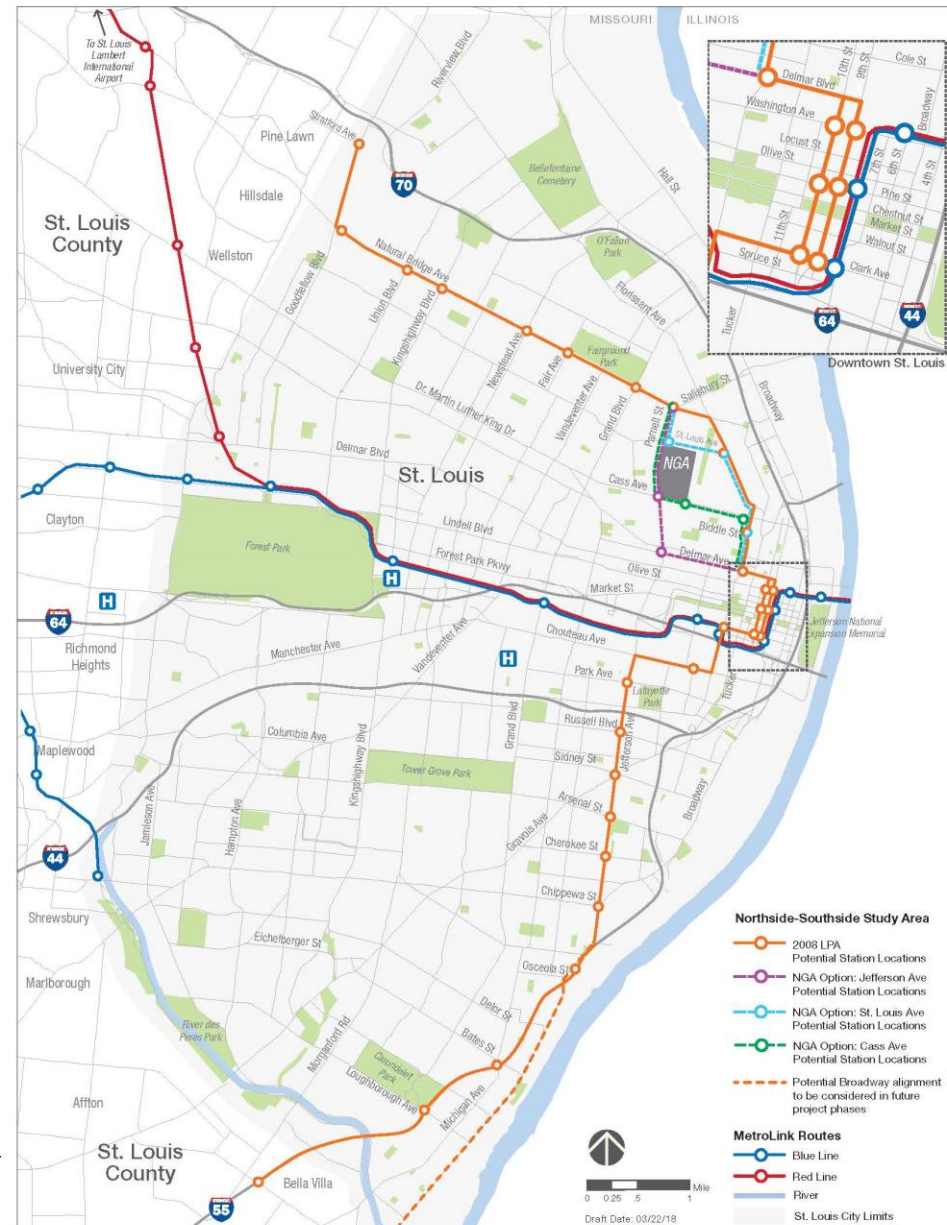
- 2007-2008 Northside-Southside Alternatives Analysis
- Led by East-West Gateway Council of Governments, in coordination with Metro and Missouri Department of Transportation
- **Purpose:**
 - Improve transit service to connect northern and southern corridors within the City of St. Louis through the Central Business District
 - Coordinate land use and transit investment
- **Challenges:**
 - Balancing cost and ridership
 - City/County coordination
 - Engineering in-street running rail





2017 Study Alignment and Stations

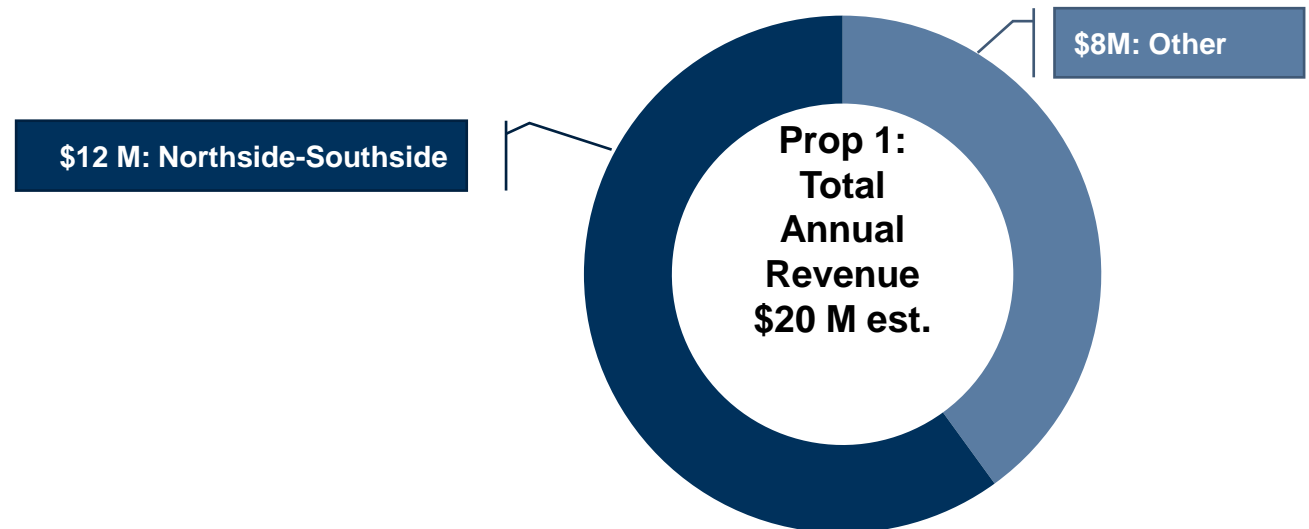
- We are **reviewing, confirming, and updating** the 2008 study
- Alignments studied
 - Modified 2008 route and three alternatives
 - NGA 1: St. Louis Avenue
 - NGA 2: Jefferson Avenue
 - NGA 3: Cass Avenue
- 29 draft station locations
- The study recommends a **phased approach** to implementing light rail
 - Recommendation based on technical analysis and public input
 - Implementable budget
 - Re-examine future alignment options, including potential Broadway alignment





Proposition 1

- April 2017 ballot measure
 - Increased City sales tax by a half cent
 - Estimated to generate \$20 M / year
 - \$12 M / year toward planning, engineering, construction, and operation of Northside-Southside
 - Balance will be split between neighborhood revitalization, workforce development, public safety, and infrastructure
 - Voter turnout was twice as high as last general election (30% vs 12.5% of voters)





Project Purpose

The purpose of the Northside-Southside Study is to identify the light rail investment that encourages **sustainable development** patterns which **expand access to opportunity** for Study Area residents, **matches demographic trends** and preferences within the Study Area, and leverages the existing transportation infrastructure to **improve connectivity** within and beyond the Study Area.



Project Need #1

Stabilization, Revitalization, and Redevelopment of Key Areas

Study area neighborhoods need **stabilization, revitalization, and redevelopment.**

- ✓ LRT will **catalyze development** and leverage existing and planned developments
- ✓ LRT will promote **stable and strong neighborhoods** throughout the Study Area

Areas of decreased commercial and residential development require **increases in community safety.**

- ✓ LRT will **increase foot traffic** at station areas
- ✓ LRT will contribute to the **economic sustainability** of neighborhoods

The **positive momentum** of recent or planned investments can be **leveraged by light rail** investment.

- ✓ LRT will **link residents** with services, schools, public assets, and access to jobs

The character of existing **stable residential areas** needs to be **preserved.**

- ✓ LRT will **focus context-sensitive development** in station areas
- ✓ LRT will **bolstering property values**



Project Need #2

Expanded Access to Jobs and Activity Centers

Study Area residents – especially transportation-disadvantaged residents – need **improved access to jobs**.

- ✓ LRT will **enhance direct connections** between transportation-disadvantaged households and employment opportunities

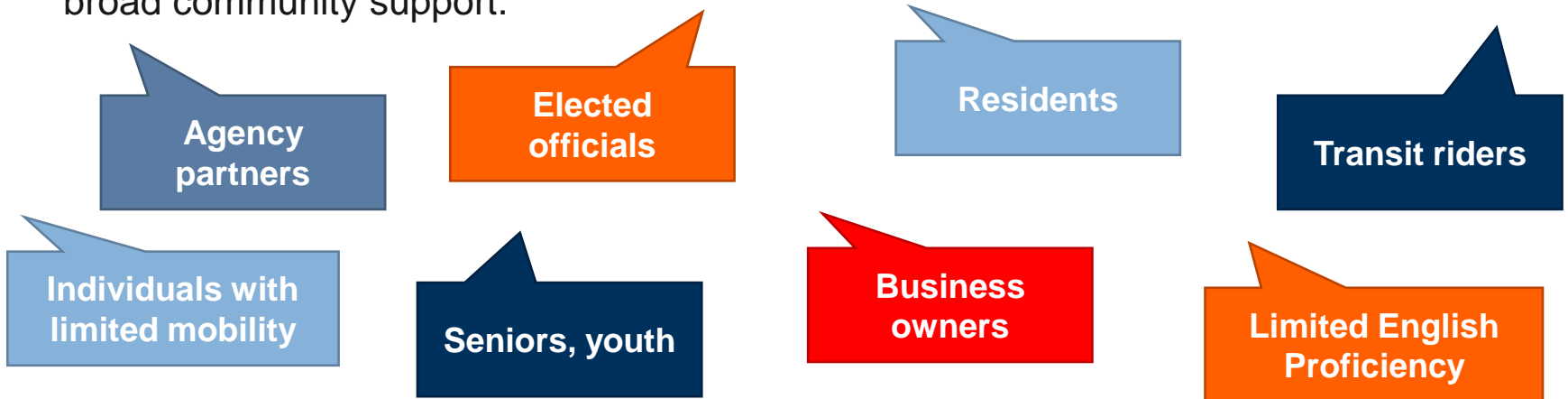
Light rail is an **attractive** transit alternative that is **competitive with cars**.

- ✓ LRT will **enhance MetroLink** system ridership, expand **reliable transit access** for Study Area residents **to jobs Downtown and along the central corridor**, and **complement** the underlying **local bus** network.



Community Engagement Goals

- **Re-engage 2008 study participants** in a way that honors their previous input and focuses on identifying changing conditions and priorities;
- **Conduct substantial outreach to potentially affected communities** and stakeholders along new or revised alternatives;
- **Inform stakeholders** about Federal Transit Administration funding process and the steps necessary to move from an LPA to an operational project; and
- **Foster opportunities for communications** between regional stakeholders with the understanding that federal funding requires development of a project that has achieved broad community support.



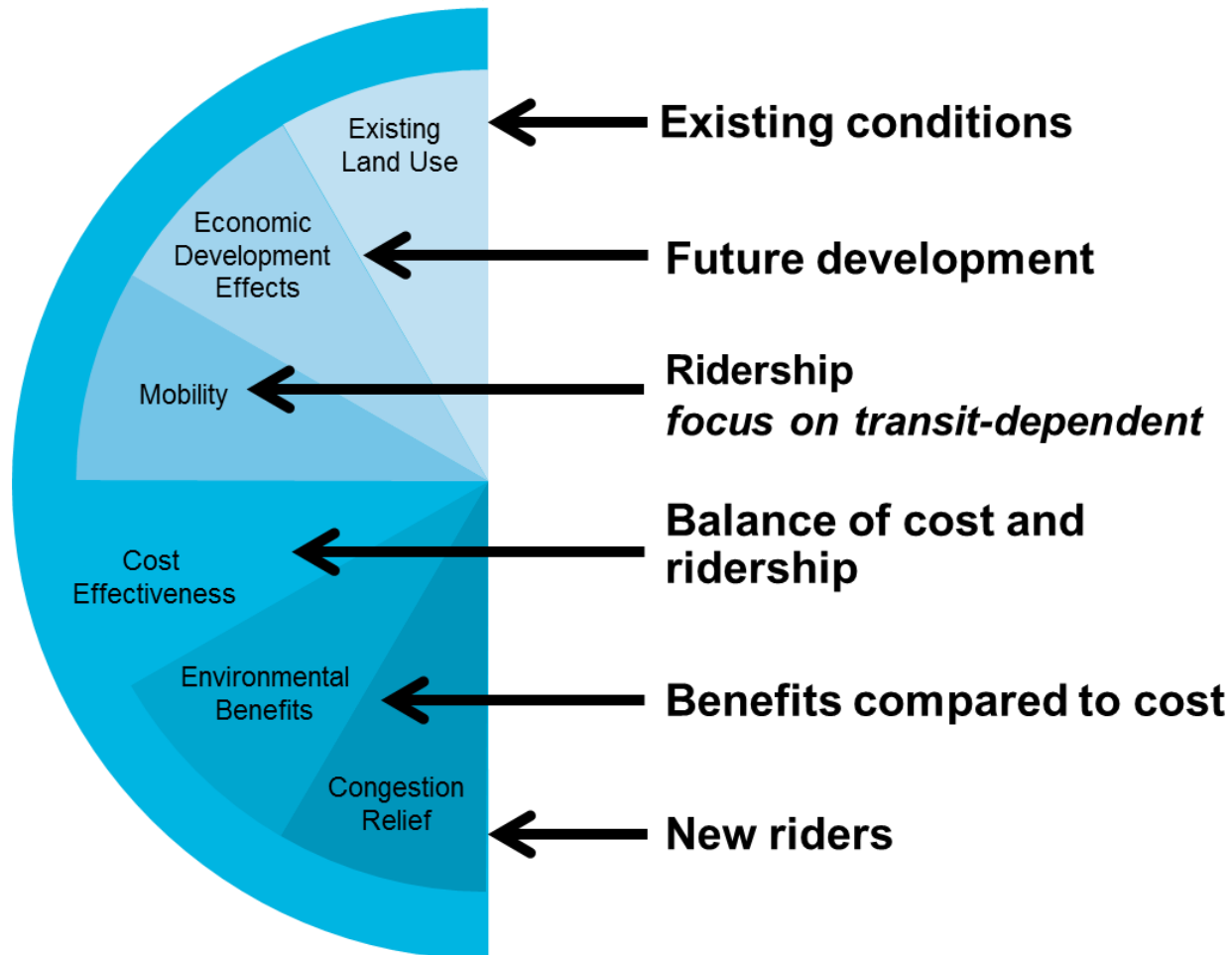


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2. FTA New Starts Criteria and Detailed Evaluation of Alternatives



FTA New Starts Evaluation Criteria





Linking Study Criteria to New Starts Criteria

Project Goals	Phase 1: Detailed Evaluation	Phase 2: Refinement of the LPA
<i>Foster Sustainable Development and Redevelopment</i>	Station area population and employment densities Station area equity characteristics Station area land use and economic development opportunities Environmental impacts / benefits	Economic Development <i>future development</i> Land Use <i>existing conditions</i> Environmental Benefits <i>benefits compared to costs</i>
<i>Improve Access to Opportunity</i>	Ridership Transit travel times Traffic impacts Parking impacts Potential right-of-way impacts Bicycle and pedestrian impacts	Mobility Improvements <i>ridership</i> Congestion Relief <i>new riders</i>
<i>Develop and Select an Implementable and Community-Supported Project</i>	Capital and O&M costs Cost effectiveness Community support	Cost Effectiveness <i>balance of cost and ridership</i>



Key Evaluation Metrics: Full Corridor

Criterion (numbers rounded to nearest \$M or 100)	2017 Design	Via St Louis	Via Delmar	Via Cass
# of Daily Riders (2025)	16,500	17,200	17,000	16,600
# of Transit-Dependent Riders (2025)	7,800	8,100	8,000	7,600
Capital Cost (\$ 2017 M)*	\$1,372	\$1,373	\$1,376	\$1,379
Rail O&M Cost (\$ 2017 M)	\$28	\$28	\$28	\$28
Change in traffic travel time (at AM / PM peak)	3 mins/ 8 mins	0 mins/ 1 min	1 min/ 2 mins	2 mins/ 3 mins
# of Residents (2015)	82,200	82,200	81,600	82,400
# of Jobs (2015)	81,800	82,200	89,600	82,400

* Includes \$320 M for vehicles and maintenance facility

Full corridor: there are no major differentiators



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3. Selection of the Locally Preferred Alternative



The LPA: Grand to Chippewa, via Cass or Florissant

Assumption = \$700M budget

Criterion (numbers rounded to nearest \$M or 100)	Via Cass	Via Florissant
# of Daily Riders (2025)	9,000	8,200
# of Transit-Dependent Riders (2025)	4,200	4,000
Capital Cost (\$ 2017 M)	\$667	\$660
Rail O&M Cost (\$ 2017 M)	\$17	\$14
# of Residents (2015)	47,100	47,000
# of Jobs (2015)	65,500	64,900

- ❖ Cass Avenue is the preferred alignment
- ❖ 16 stations
- ❖ Can be expanded north and south





Why Grand to Chippewa?

Best bus connections



Grand and Chippewa provide connections to two of the system's most heavily used bus routes (70 on Grand and 11 on Chippewa)

Best balance of cost and ridership



Fewer riders and increasing capital costs north of Grand and south of Chippewa

Best meets project goals

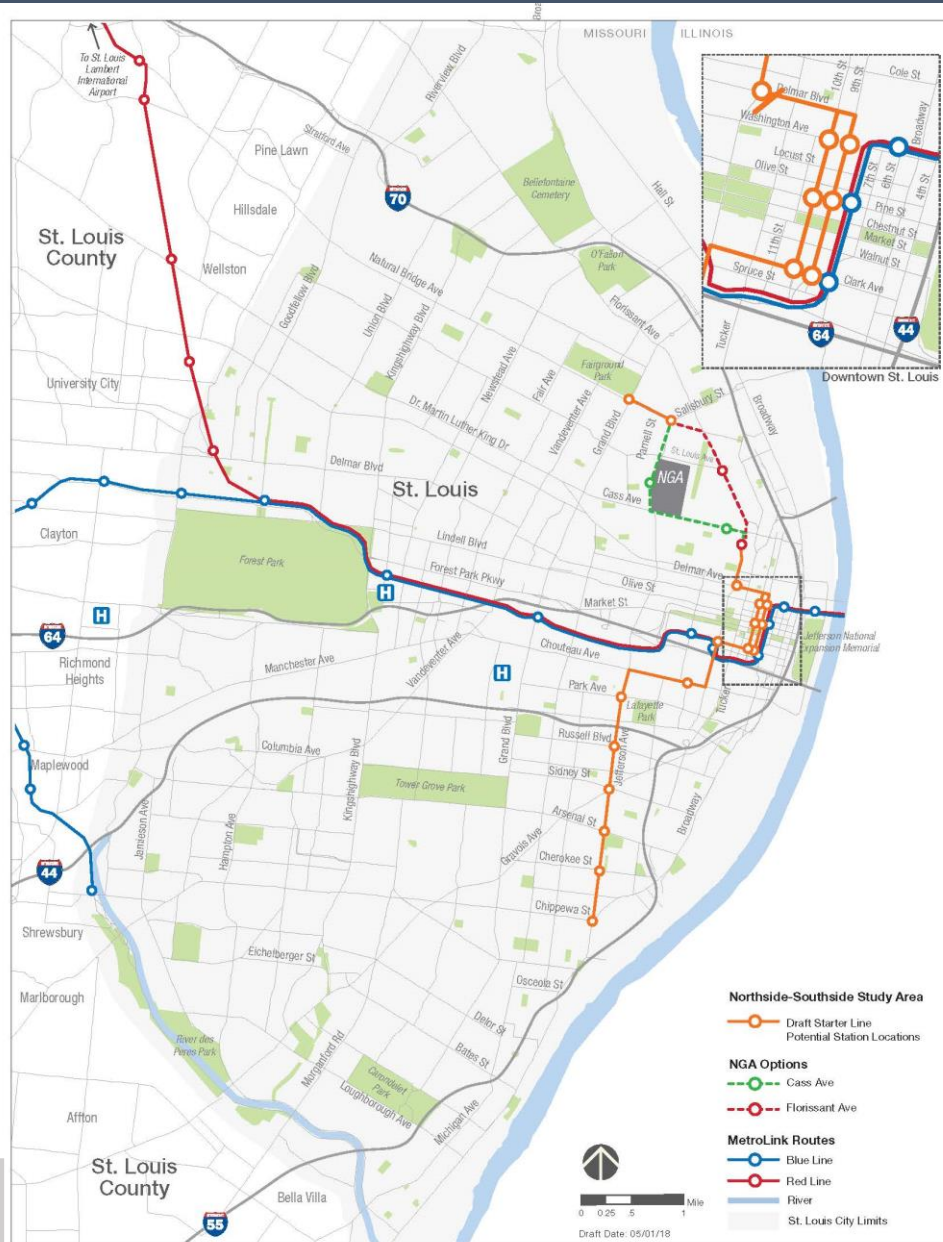


Stabilization, revitalization, and redevelopment of key areas



Expanded access to jobs and activity centers

Can be expanded north and south





Why Cass and Florissant?

They best meet the project needs

#1: Stabilization, Revitalization, and Redevelopment of Key Areas



Aligns with Choice Neighborhoods designation and other redevelopment activity



Serves existing neighborhoods

#2: Expanded Access to Jobs and Activity Centers



Cass best serves NGA pedestrian entrances



Community preference to serve both residents and NGA; too many parking impacts on St. Louis Ave.

Cass Avenue is the preferred alignment



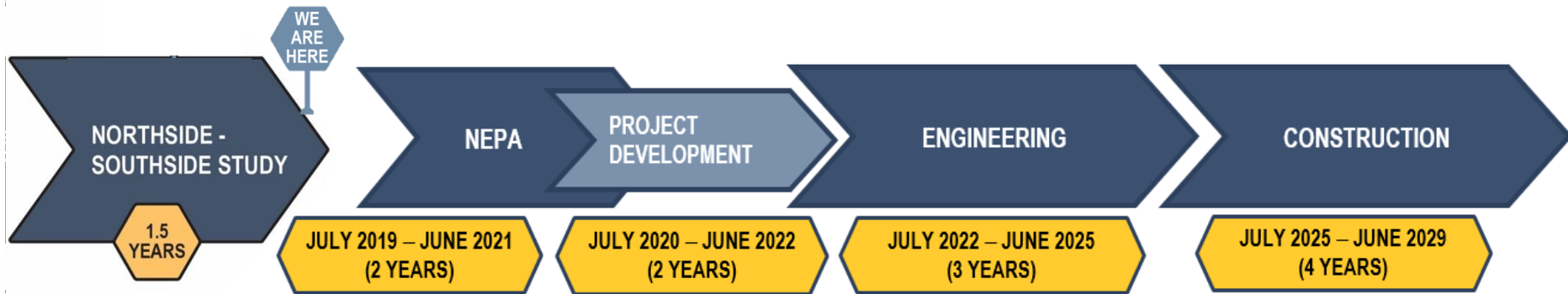


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4: New Starts Project Justification Criteria

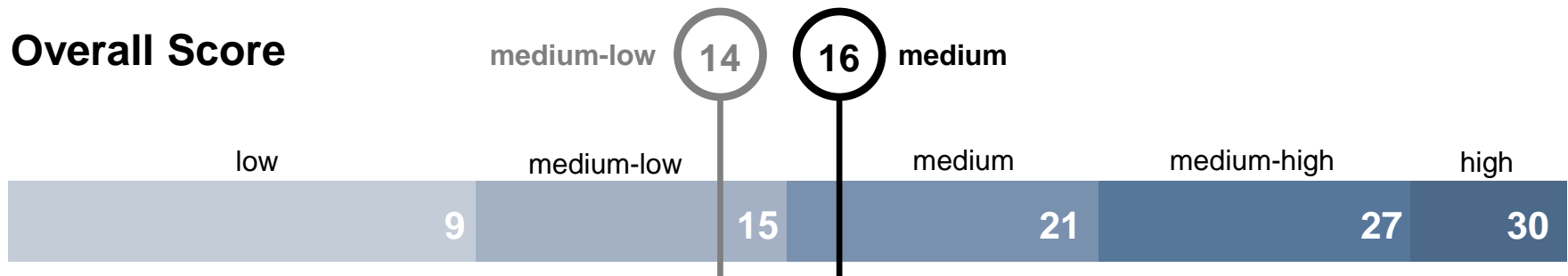
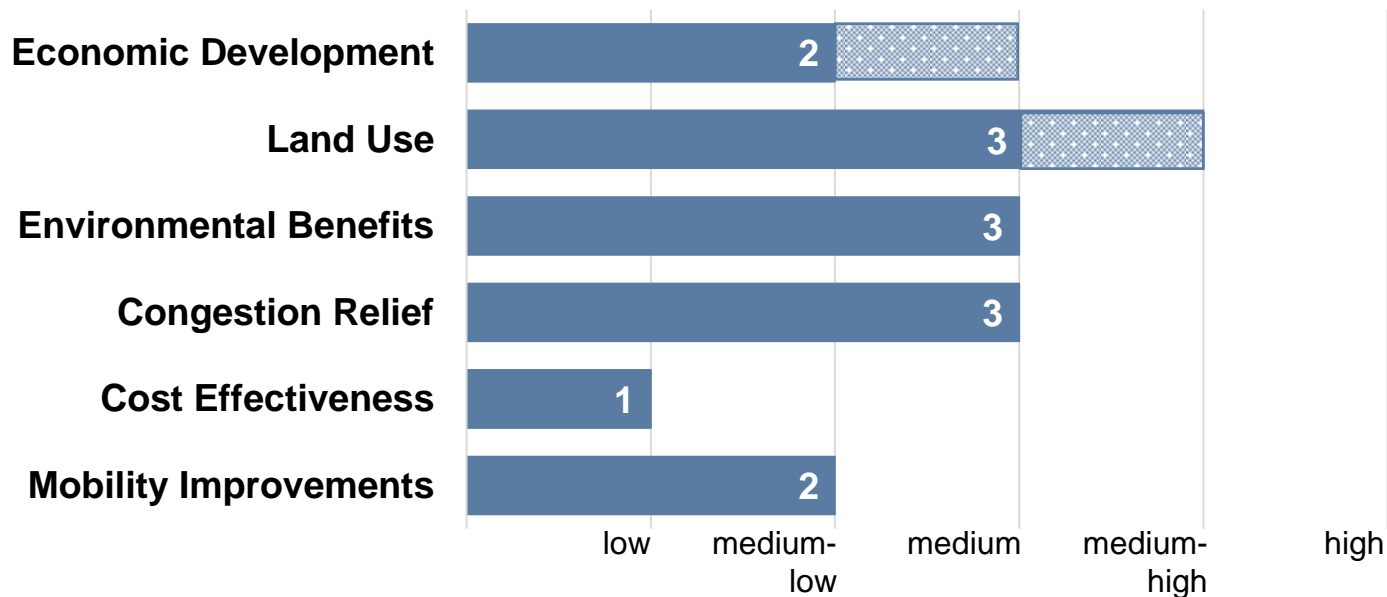


Where We Are in the FTA Process





Locally Preferred Alternative Evaluation





Opportunities for Improvement

- *Implement* transit supportive plans and policies
 - A lot of good planning has occurred and is ongoing; we need to implement:
 - Zoning
 - Incentivize TOD
 - Create example development
- Increase employment around proposed stations –
 - the MOS is currently within a few thousand jobs of the next threshold
- Improve pedestrian facilities
- Look for ways to increase ridership





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5: Financial Planning



Preliminary Financial Analysis Assumptions

Assumptions

- **Funding Sources:**
 - **Local Sales Tax:** Economic Development Sales Tax
 - **Capital Investment Grant (CIG)** New Starts funding
- **Financing tools:**
 - **TIFIA;** or
 - **City bonding**
- **Capital Cost in Base Year (2017\$):** \$667.3 million



Preliminary Financial Scenarios

	Assumption	Funding Revenues
TIFIA Loan	Sales Tax Revenues cover costs of Project Development, including NEPA	Economic Development Sales Tax and CIG New Starts Funding
City Bonding	Sales Tax Revenues cover costs of Project Development, including NEPA	Economic Development Sales Tax and CIG New Starts Funding

Project Costs for Base Year (2017\$): \$667.3 million

	Project Costs w/o Financing (YOE\$ M)	Financing Costs (YOE\$ M)	Total Project Cost (YOE\$ M)	Funding Gap (YOE\$ M)	% of Project Cost Not Funded
TIFIA Loan	\$897	\$45	\$942	\$150	16%
City Bonding	\$897	\$50	\$947	\$211	22%



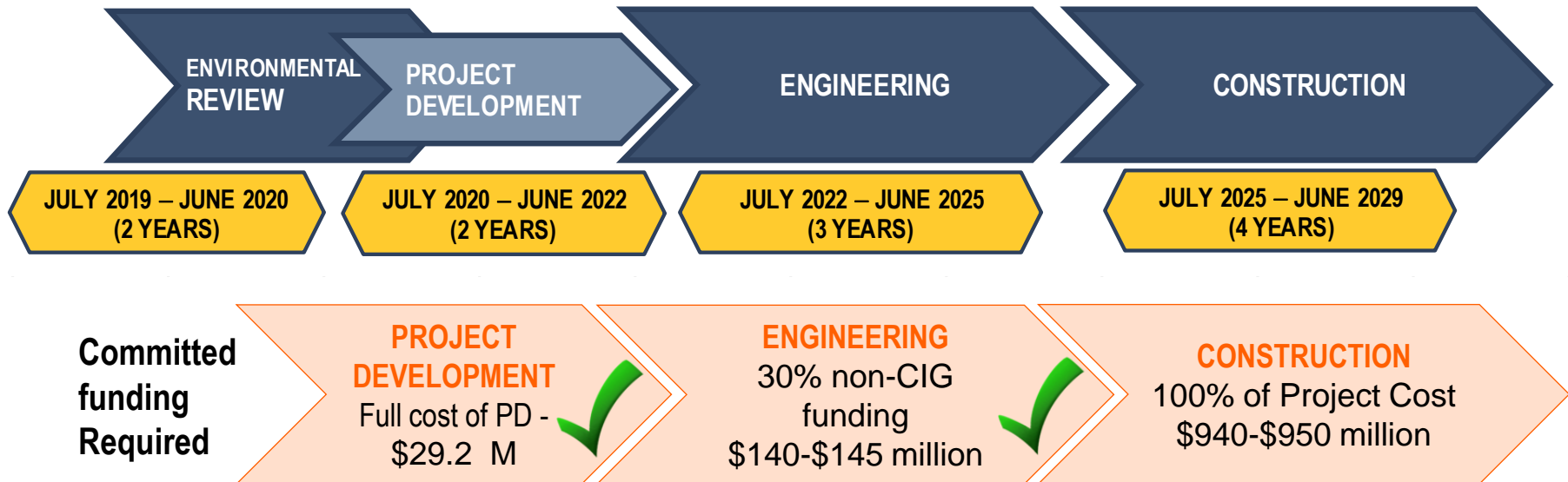
Bridging the Funding Gap

Potential Funding & Financing Sources

- Surface Transportation Block Grant (STBG) Program
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Transportation Alternatives Program (TAP)
- Economic Development Sales Tax: Infrastructure (10%)
- MoDOT
- Value Capture
- Naming Rights
- New Taxes or Fees



FTA Funding Commitment Milestones





Operating Costs

- Need to identify additional revenue sources for annual Operating and Maintenance Costs

	via Cass	via Florissant
NS-SS Annual O&M Costs	\$17 Million	\$14 million
Potential Bus O&M Savings	(\$2 million)	(\$2 million)

Costs show in 2017 \$



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6: Stakeholder and Community Engagement



Stakeholder and Community Engagement



Stakeholder Meetings



Open House Attendees



Email List



Community Presentations



Comment Forms



Online Survey Responses

www.northsidesouthsidedstl.com [@northsouthstl](https://twitter.com/northsouthstl) on Twitter, Instagram



Community Feedback and Action Steps

Northside-Southside was **largely supported** by the community, with few concerns about paying for project or bus line connections.

Study team will pass information along to future phases of study.

Respondents tended to **favor the Florissant Avenue or Cass Avenue** (once introduced) options.

Study team incorporated this feedback into LPA decision-making and for future phases.

Northside residents were concerned about **parking and noise** due to light rail on **St. Louis Avenue**.

St. Louis Avenue was removed as option for locally preferred alternative.

Southside **stations north of Chippewa** were supported. Residents showed heavy support for stations where redevelopment had already begun.

Study team incorporated community interest in redevelopment into narrative.

Crime and security around stations were major concerns. This was the number one reason some residents did not support the alignment.

Study team will pass information along to future phases of study.



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7: Recent Actions



Recent Actions

- The East-West Gateway Board of Directors adopted the Grand to Chippewa alignment as the Locally Preferred Alternative for the Northside-Southside MetroLink corridor based on EWG staff recommendation on August 29, 2018.

