NORTHSIDE-SOUTHSIDE STUDY

East-West Gateway
Executive Advisory Committee

August 21, 2018

East-West Gateway Council of Governments

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

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

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.

Where We Are in the FTA Process

Preliminary Financial Analysis Assumptions

Assumptions

- Capital Funding Sources:
  - **Local Sales Tax**: Economic Development Sales Tax
  - **Capital Investment Grant** (CIG) New Starts funding
- Capital Financing Tools:
  - **TIFIA**; or
  - **City bonding**
- Capital Cost in Base Year (2017$): $667.3 million
- O&M Funding Sources:
  - **Coordinate with Metro**

Preliminary Capital Financial Scenarios

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

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	$897.1	$44.6	$941.7	$149.9	15.9%
City Bonding	$897.1	$49.7	$946.8	$210.6	22.2%

Stakeholder and Community Engagement

48

Stakeholder Meetings

229

Open House Attendees

1,568

Email List

35

Community Presentations

371

Comment Forms

3,363

Online Survey Responses

www.northsidesouthsidestl.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.

Requested Action

Staff recommends that the Board of Directors adopt the Grand to Chippewa alignment as the Locally Preferred Alternative for the Northside-Southside MetroLink corridor.