



Revised Northside-Southside LPA Jefferson Alignment Proposal

East-West Gateway Council of Governments
Board of Directors
January 31, 2024



BI-STATE
DEVELOPMENT



AGENDA

**Northside-
Southside
history and
alternatives**

1

**Current project
alignment and
proposed LPA**

2

**Upcoming
actions for
local and
federal process**

3

Project Highlights

- » Transformational project that meets Justice40 objectives
- » Dedicated lane in-street light rail
- » 5.6 miles long directly connecting North and South City of St. Louis
- » New transfer station for connection to existing MetroLink



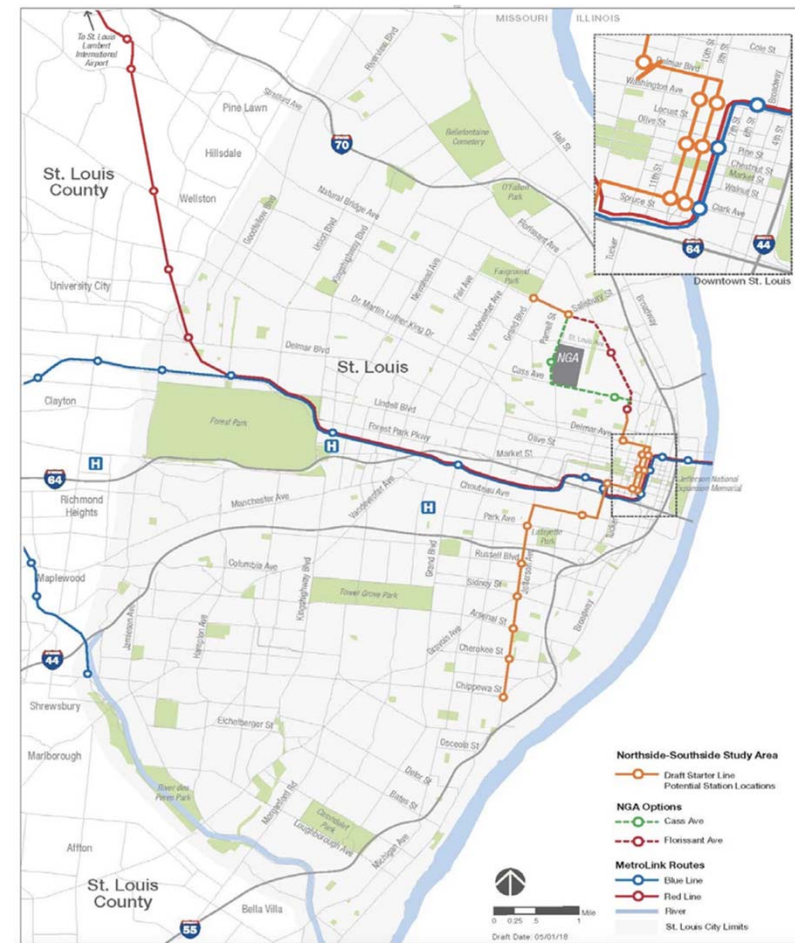
Modern In-Street Light Rail



*Project
Background*

Project History

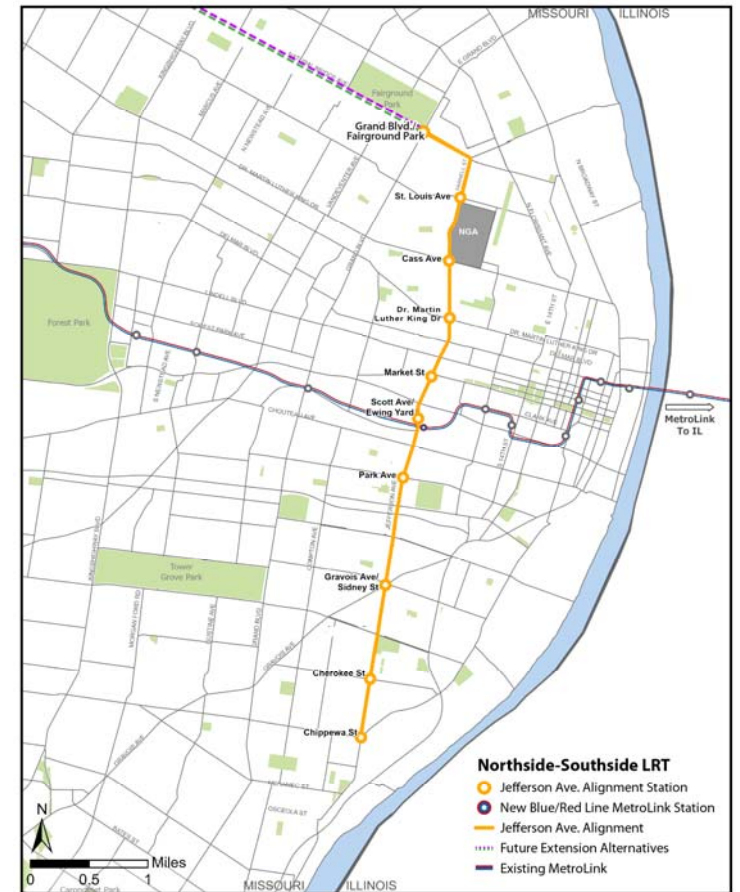
- » Current alignment builds upon prior 2008 and 2018 studies Northside-Southside (both included previously adopted LPA)
- » 2018 Conceptual Design Study reflected existing development and future NGA campus relocation
- » Ultimately the approved 2018 LPA ran from Fairground Park (north terminus) to Chippewa and Broadway (south terminus)



2018 Northside-Southside LPA

Revised Project Alignment

- » Updated alignment runs along Jefferson Ave., following current and future development
 - Existing job density in Midtown, Downtown West, and South City
 - Job growth with new NGA campus
- » COVID-19 impacted travel patterns
 - More remote work, fewer traditional commuters
 - Greater variety of trip purpose on transit, so more need for direct travel from neighborhoods
- » Alignment connects to current light rail at new transfer station



Northside-Southside Jefferson Avenue Alignment

Comparing Alternatives

- » 2023 alignment revises and streamlines prior project alternatives to reflect current needs and constraints
 - Making line shorter and more direct lowers capital and operating costs
- » Current alignment is cost-constrained, efficient, and accessible
 - Competitive at a federal level



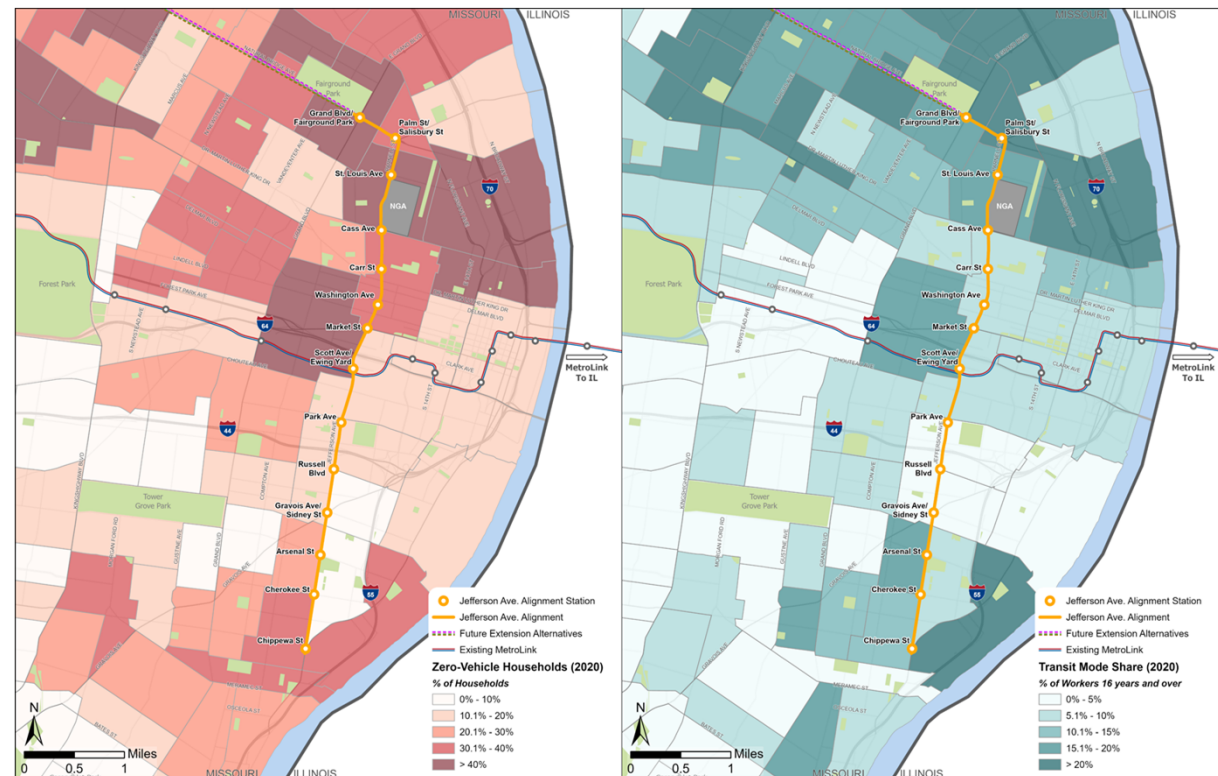


*Current
Project*

Project Goals and Benefits

Goal 1: Provide more choices and access to those with limited transportation options

- » 25% of households within walking distance of corridor do not own a vehicle
- » 10% of workers near alignment rely on public transit to get to work
- » Alignment provides better access to jobs, education, and healthcare services



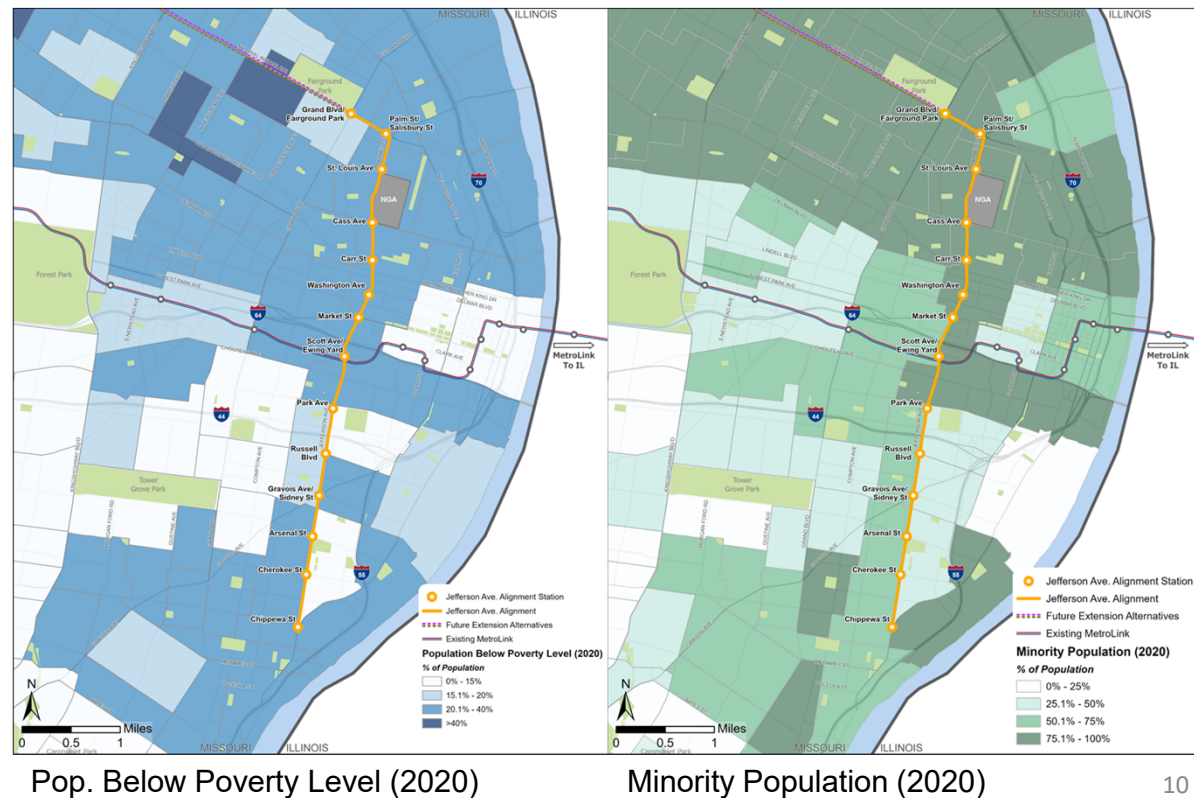
Zero-Vehicle Households (2020)

Transit Mode Share (2020)

Project Goals and Benefits

Goal 2: Invest in historically underserved or marginalized neighborhoods

- » 24% of residents along corridor live below federal poverty threshold
- » Area serves racial/ethnic minority populations greater than 10 percentage points City average
- » 2,500+ legally binding affordable housing units within walking distance of a proposed station



Pop. Below Poverty Level (2020)

Minority Population (2020)

Current Project Status

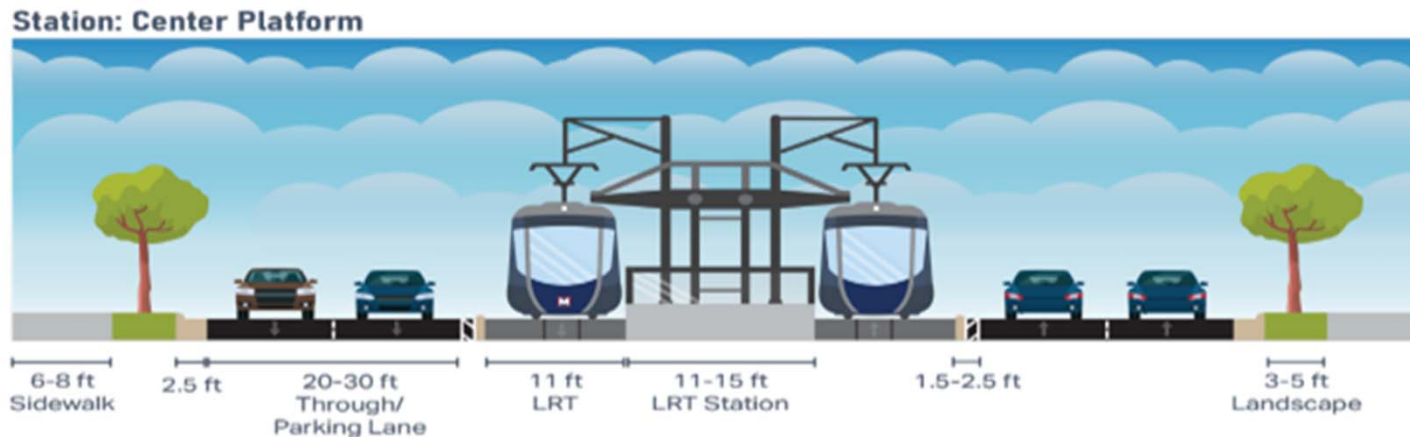
- » Moving beyond 15% design
 - Current status is furthest the NS-SS project has advanced
 - Hired PMC and released solicitation for design scope
- » Public engagement & outreach – continuous, proactive, and inclusive
- » City advancing economic development and land use strategies



Performance Metrics

» Early estimates emerging from 15% design

- 5,200 average daily boardings projected
- 28,900 residents served and 31,500 jobs accessible in station areas
- 2,500 affordable housing units (½-mile buffer of corridor)
- \$8M - \$9M est. annual O&M costs
- \$1.1B initial est. capital costs (inc. contingency; costs being reevaluated by PMC)



Finance – Projected Cost Scenario

Project Costs - \$1.1 Billion		
Uses of Funds		
Construction Costs	\$	1,098,000,000
Transaction Costs		2,000,000
Total Costs	\$	1,100,000,000
Sources of Funds		
FTA Grants	\$	658,900,000 FTA = 60% maximum; FTA grants & TIFIA cannot exceed 80% of total
US DOT TIFIA Direct Loan		218,900,000 Limited to 49% of total cost
BSD Bonds		132,200,000 Required to meet the 80% test
City of St. Louis/BSD Equity		90,000,000 Prop 1 Reserve & Defederalized Funds
Total Sources	\$	1,100,000,000

Note: Additional City dollars of approximately \$98 million are needed.



*Upcoming
Actions*

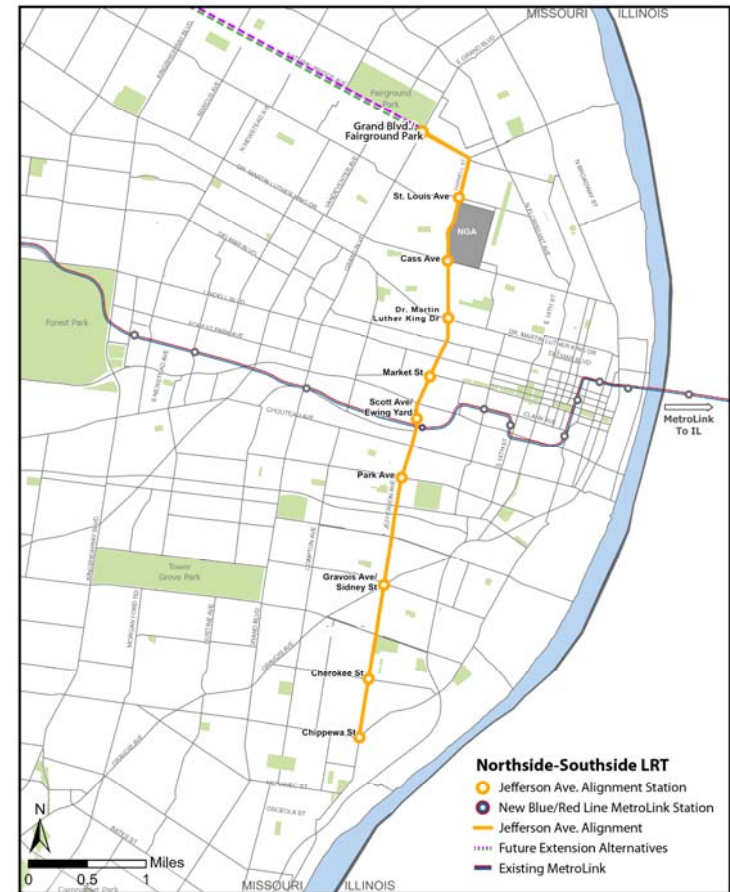
Value Engineering

- » Design alternatives being explored to make project most efficient and cost competitive, including:
 - Expansion of current vehicle maintenance facility
 - Risk reduction through innovative contracting strategies
 - Potential cost savings through partnerships
 - Examination of soft costs



Proposed LPA

- » Proposed LPA runs east from Grand and Natural Bridge, to Natural Bridge and Parnell, south along Parnell/Jefferson, and terminates at intersection of Jefferson, Chippewa, and Broadway
- » City of St. Louis and BSD proposing revised Northside-Southside LPA for EWG discussion and Feb. 2024 approval
- » Revised LPA will demonstrate regional support to FTA partners



Northside-Southside Jefferson Avenue Alignment

FTA Process

- » Enter FTA's Capital Investment Grants (CIG) pipeline in 2024, with several checkpoints during multiyear process
- » First phase - Project Development (PD), completed in two years
- » Concurrently, one year of NEPA and robust public input
- » Project competitive under FTA funding evaluation due to strong local match



Timeline

*Early
2025*

*Environmental
Work
Complete*

*Late
2026*

*Design
Complete*

*2027-
2030*

Construction



Questions