



# Revised Northside-Southside LPA Jefferson Alignment Proposal

East-West Gateway Council of Governments  
Executive Advisory Committee  
February 20, 2024

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BI-STATE  
DEVELOPMENT



# AGENDA

**Northside-  
Southside  
history and  
alternatives**

**1**

**Current project  
alignment and  
proposed LPA**

**2**

**Upcoming  
actions for  
local and  
federal process**

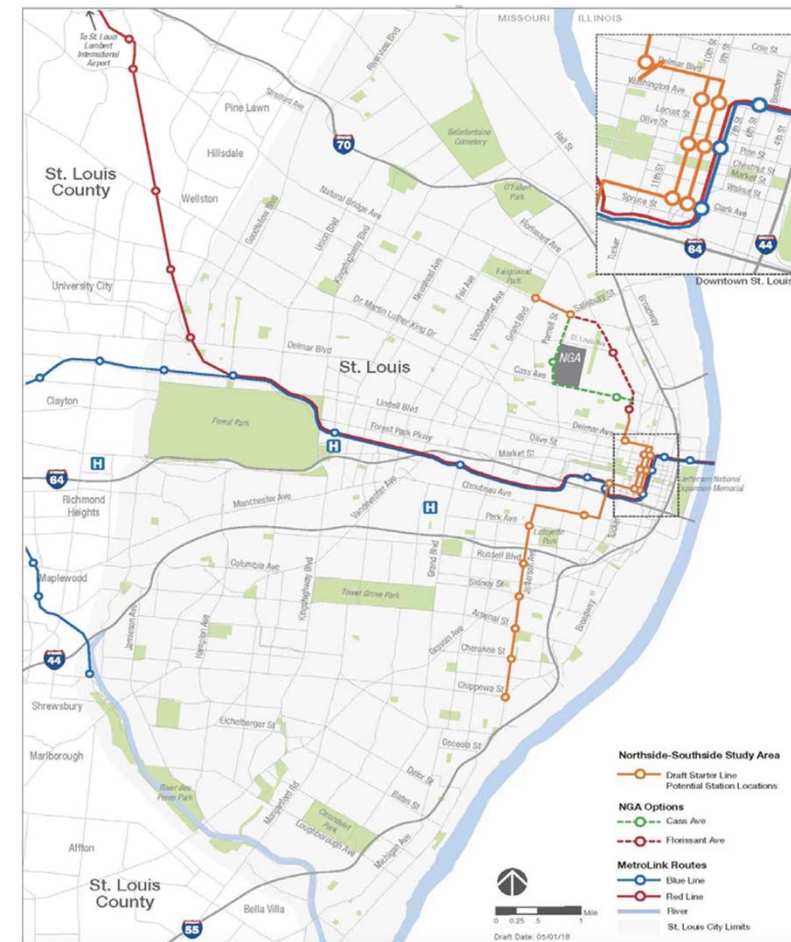
**3**



*Project  
Background*

# Project History

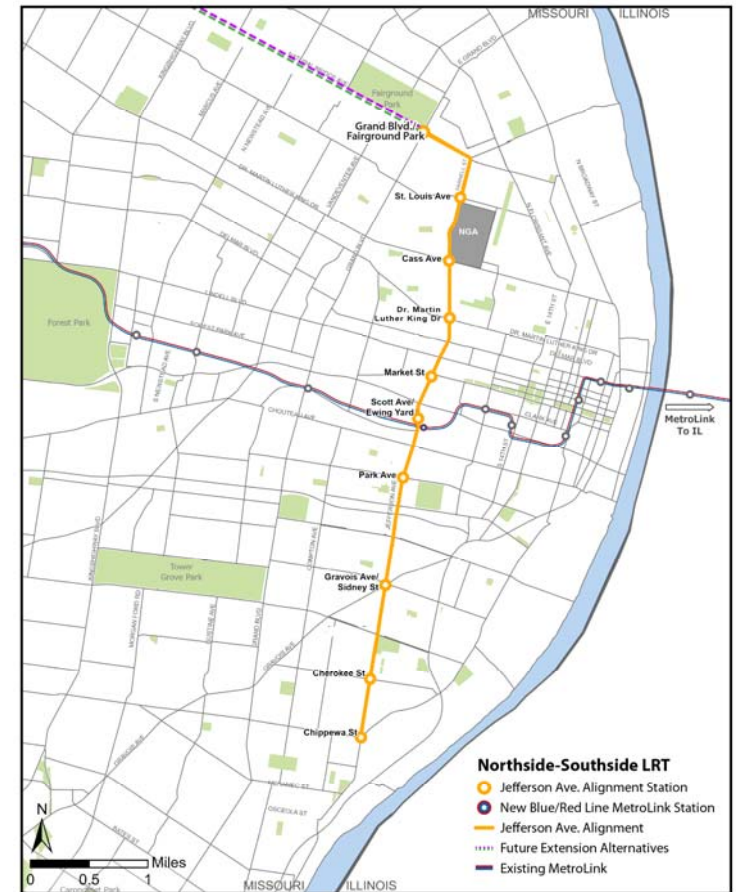
- » Current alignment builds upon prior 2008 and 2018 studies Northside-Southside (both included previously adopted LPA)
- » 2018 Conceptual Design Study reflected existing development and future NGA campus relocation
- » Ultimately the approved 2018 LPA ran from Fairground Park (north terminus) to Chippewa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

	2018 Alternative*	2023 Alternative
<b>Project Length</b>	8.2 Miles	5.8 Miles
<b>Number of Stations</b>	19 stations	10 stations
<b>Travel Time (one way)</b>	25 minutes	19 minutes
<b>Avg. Daily Ridership</b>	8,000 (2016 data <sup>+</sup> )	5,000 (2019 data)
<b>Residents within ½-mile of station areas</b>	47,100 (2015 data)	28,900 (2020 data)
<b>Annual O&amp;M Cost Est.</b>	\$17M (2017 dollars)	\$8.5M (2023 dollars)
<b>Capital Cost Est. (2023 \$)</b>	\$1.6B	\$1.1B

\* Under the "NGA Option 2" alignment of 2018 Conceptual Design Study options

+ Under the "MOS 3-5" Build Scenario (2017 Forecast) in the 2018 Conceptual Design Study analysis

# Comparing Alternatives

- » 2023 alignment revises and streamlines prior project alternatives to reflect current needs and constraints
  - Making the line shorter and more direct – simplifying the complexity and station duplication of traveling through downtown – lowers capital and operating costs
- » Key demographics (e.g., Zero-Vehicle Households, Workers Reliant on Transit, and Residents Living Below Poverty Threshold) remain consistent across alternatives, meaning that the more cost-efficient line does not degrade its equity





*Current  
Project*



# Project Highlights & Benefits

- » Transformational project that meets Justice 40 Initiative objectives
- » Dedicated lane in-street light rail that connects to existing MetroLink at new transfer station
- » Two broad project goals:
  - Provide more choices and access to those with limited transportation options
  - Invest in historically underserved or marginalized neighborhoods



*Modern In-Street Light Rail*

# *Current Project Status*

- » Moving beyond 15% design
  - Current status is furthest the NS-SS project has advanced
  - Hired PMC and negotiating design contract for 30% and beyond
- » Public engagement & outreach – continuous, proactive, and inclusive
- » City advancing economic development and land use strategies



# Finance – Projected Cost Scenario

Project Costs - \$1.1 Billion		
<b>Uses of Funds</b>		
Construction Costs	\$	1,098,000,000
Transaction Costs		2,000,000
Total Costs	\$	<b>1,100,000,000</b>
<b>Sources of Funds</b>		
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	\$	<b>1,100,000,000</b>

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



*Upcoming  
Actions*

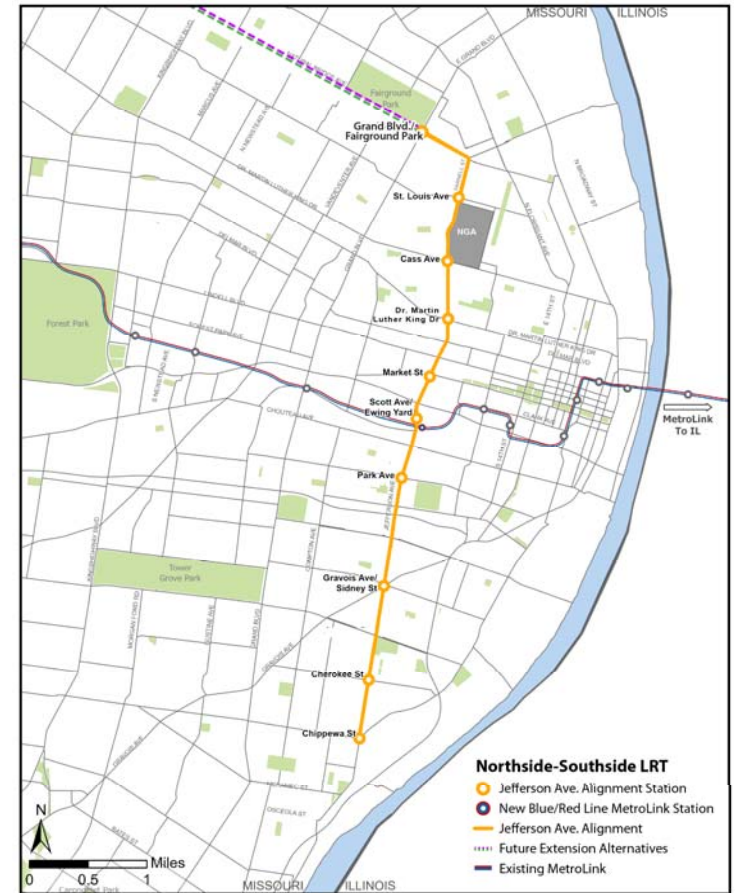
# *Value Engineering*

- » 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 are proposing a revised Locally Preferred Alternative (LPA) for EWG Board approval in Feb. 2024
- » Revised LPA demonstrates 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*

*2025*

*Environmental  
Work  
Complete*

*Late  
2026*

*Design  
Complete*

*2027-  
2030*

*Construction*





# *Questions*