



# **Rapid Transit Study Peer Review**

**Metro**

**St. Louis Regional Transit Operator**

**Christopher Poehler, P.E.**

**May 17, 2006**

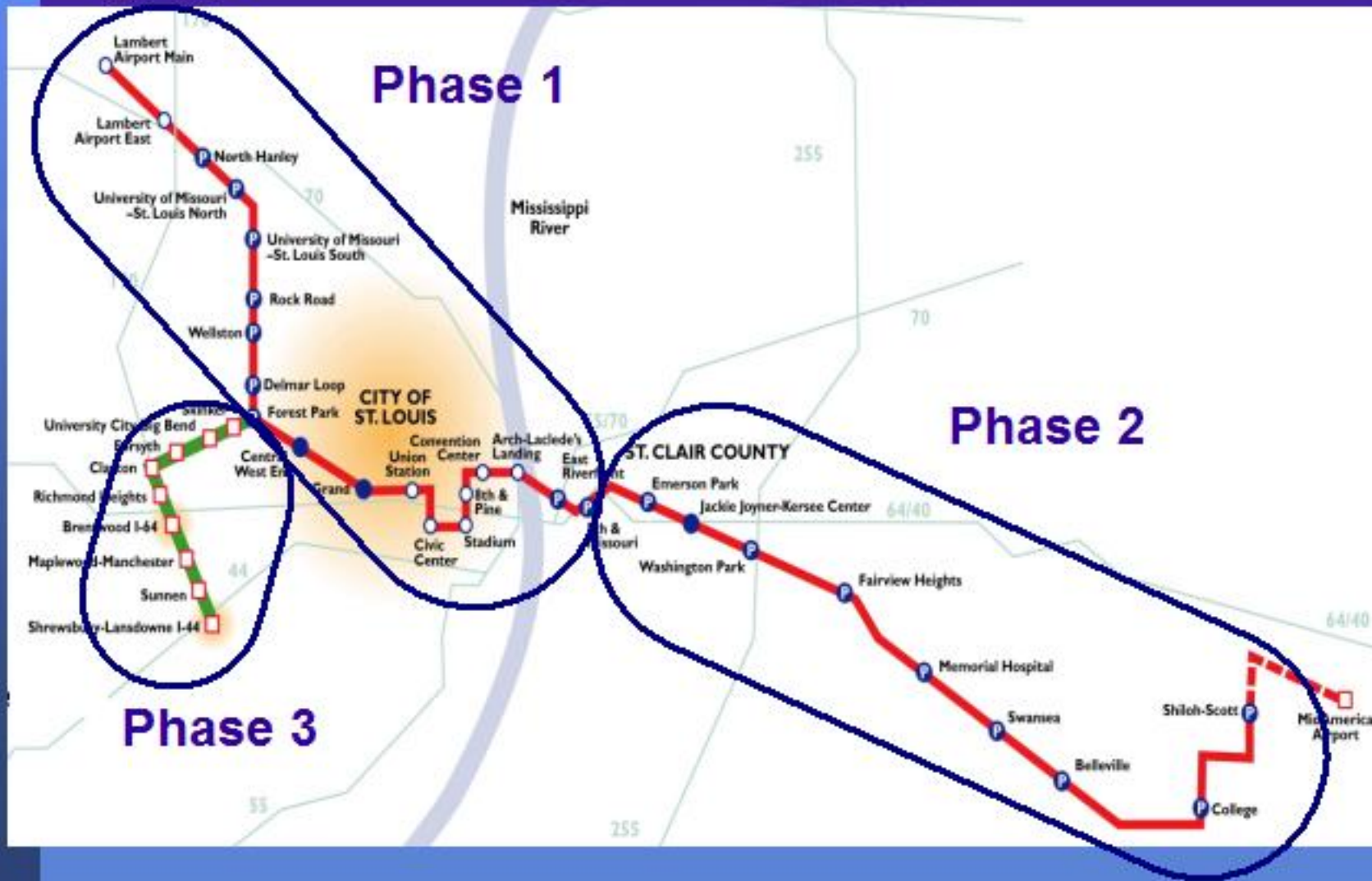


## St. Louis Regional Process

- Missouri has minimal transit funding
- Metropolitan Planning Organization (MPO) leads corridor studies
- Metro has no taxing authority
- Funding via City/County appropriations
- Metro does have condemnation authority
- Metro governed by 10-member Board of Commissioners
  - 5 each from Missouri & Illinois
  - Chosen by respective Governors/State Senates
  - Quorum is required for most decisions



# MetroLink System Map





## **MetroLink Facts**

- **Current operating system – 38 miles**
- **Phase 1 – Opened July 1993**
- **Phase 2 – Opened May 2001**
- **Phase 2a – Opened June 2003**
- **Phase 3 – Will open Fall 2006**



## MetroLink System Concepts

- High capacity - over 300 persons per train
- High speed - speeds up to 55 mph
- High platform - faster boarding and alighting and better service for persons with disabilities
- Fully integrated with MetroBus system
- Designed to serve multiple activity centers



# MetroLink - Phase 1





## **MetroLink – Phase 1**

- **LPA decisions – No local funds available**
  - Rail deck/Bridge/Land Swap
- **ROW – Mostly abandoned rail ROW**
- **Final capital costs**
  - Original estimate \$384.4
  - Actual \$464 million
- **Local match accomplished via property**
  - FTA grant 80% - design & construction costs
  - Donated property value 20%



## **MetroLink – Phase 1**

- **16,842 boardings/day projected for first year of operation**
- **24,578 average boardings/day for first year of operation**
- **46% higher than projected**



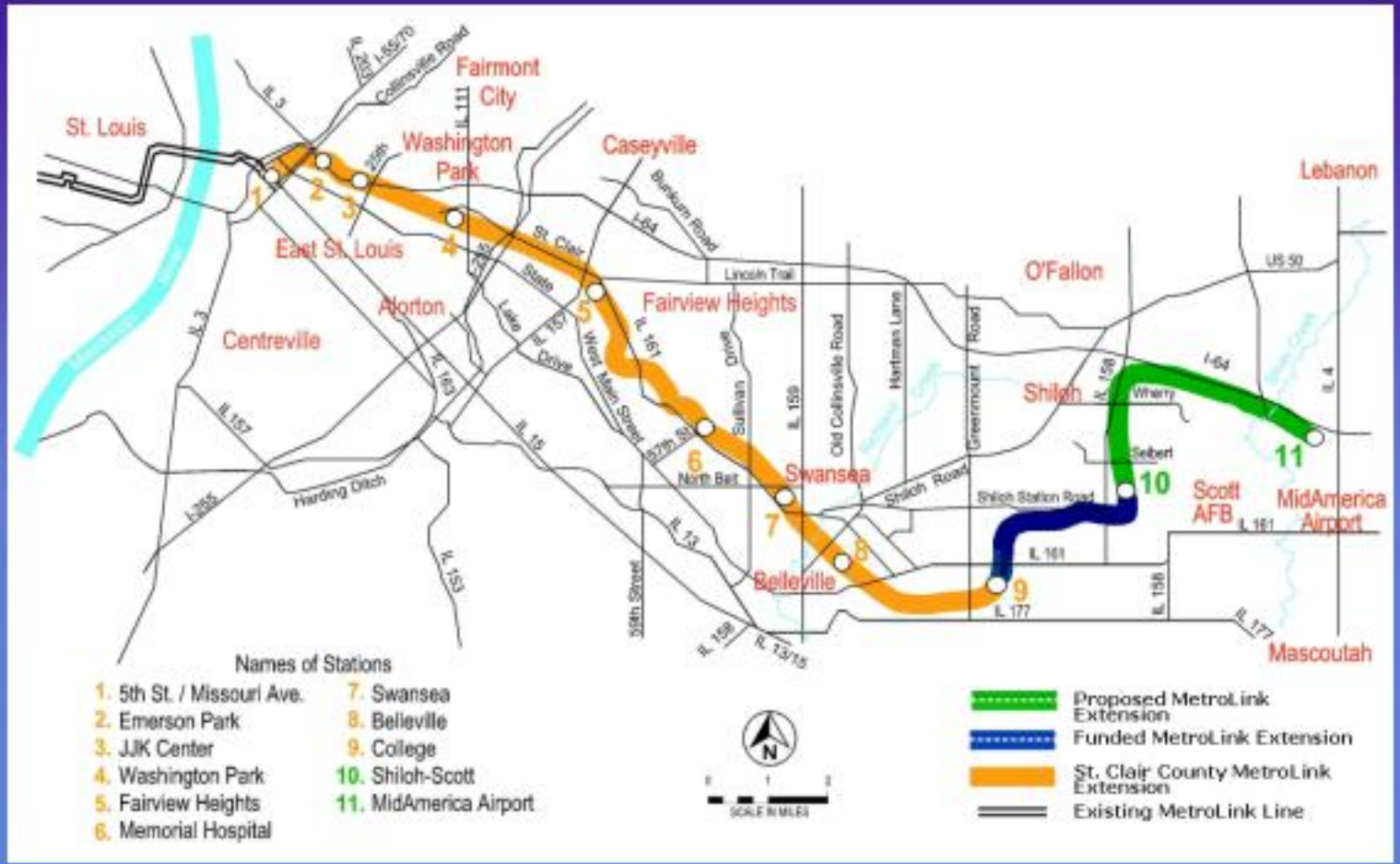
## **MetroLink – Phase 1**

### **First 17 miles of MetroLink serves:**

- **Lambert Airport**
- **Two major universities**
- **Regional hospital complex/medical school**
- **Three sports arenas (MLB, NFL, NHL)**
- **Convention Center**
- **Gateway Arch**
- **St. Louis Zoo/Forest Park**



# St. Clair County MetroLink Extension





## MetroLink – Phase 2

- LPA Decisions – Highway vs redevelopment corridor
- ROW – Abandoned rail ROW, through rural & economically depressed urban areas
- Final capital costs
  - Original estimate \$440.4 million
  - Actual \$389.9 million (9 miles shorter)
- Local match accomplished via ½¢ sales tax
  - FTA grant 72%
  - Local match 28% (St. Clair County, IL)



## **MetroLink – Phase 2**

- **10,052 avg. weekday boardings projected for Illinois in first year**
- **12,385 avg. weekday boardings at Illinois stations May 01 – Apr 02**
- **Over 23% higher than projected**
- **Over 4.2 million riders in first year of operation**



## **MetroLink – Phase 2**

**After expansion, MetroLink serves:**

- **Three major universities/colleges**
- **Three hospital complexes**
- **Three sports arenas (MLB, NFL, NHL)**
- **Convention Center**
- **Gateway Arch**
- **St. Louis Zoo/Forest Park**
- **Lambert Airport**



## MetroLink – Phase 2a

- LPA decisions – Accomplished during Phase 2
- ROW – Through rural areas, only 3.5 miles to Shiloh/Scott Air Force Base
- Scott AFB joint use station – Complicated design issues (security, cost-sharing)
- Final capital costs
  - Original estimate \$75 million (already designed)
  - Actual \$75 million
- Local match accomplished via ½¢ sales tax
  - State of Illinois 80%
  - Local match 20% (St. Clair County, IL)



# Cross County MetroLink Extension





## MetroLink – Phase 3

- LPA Decisions – Controversial, political
  - 3 years work by MPO
  - Metro held 100 Community meetings in the first year of design, multiple changes
- ROW – Tight corridor, high real estate costs, municipal ROW, multiple agreements needed
- Special Challenges
  - Neighborhood activist lawsuit to stop project
  - Terminated original design/construction mgr. team
  - Tax activist referendum that delayed additional financing
  - MBE activist demonstrations despite Good Faith Efforts (currently at 15.56% MBE/WBE utilization)



## MetroLink – Phase 3

- **Final Capital Costs**
  - Original estimate \$550 million
  - Actual \$676 million (includes delay claims)
- **100% Local Funding**
  - Revenue bonds to be paid by  $\frac{1}{4}\%$  Sales Tax
- **Social/Political Issues**
  - Environmental justice
  - Influential, upscale communities were difficult
  - Middle class communities welcomed the Project
  - Untouchable elements along the corridor
  - Grade crossings, Pedestrian Crossings & Tunnels



# MetroLink System

## Summary of Changes

<b>Cumulative Effect</b>	<b>1993</b>	<b>2001</b>	<b>2003</b>	<b>2006</b>
<b>Miles of Alignment</b>	<b>17.0</b>	<b>34.4</b>	<b>38</b>	<b>46</b>
<b>Stations</b>	<b>19</b>	<b>27</b>	<b>28</b>	<b>37</b>
<b>Park-Ride Lots</b>	<b>9</b>	<b>16</b>	<b>17</b>	<b>19</b>
<b>Parking Spaces</b>	<b>3,000</b>	<b>7,000</b>	<b>8,600</b>	<b>10,400</b>
<b>LRVs</b>	<b>41</b>	<b>65</b>	<b>65</b>	<b>87</b>



## **Operating & Maintenance Costs**

### **Fiscal Year 2007**

<b>• Operating Costs:</b>	<b>\$20,124,778</b>
<b>• Maintenance Costs:</b>	<b>\$23,552,017</b>
<b>Total:</b>	<b>\$43,676,796</b>

**With Allocated Overhead: \$55,459,429**  
**(General & Admin Costs)**



## Operating Schedules/Headways

	<b>Peak</b>	<b>Mid-Day</b>
<b>1993 –</b>	<b>7.5 min</b>	<b>10 min</b>
<b>2001 –</b>	<b>6 min</b>	<b>12 min (1 month trial)</b>
<b>2001 –</b>	<b>7.5 min</b>	<b>10 min</b>
<b>2004 –</b>	<b>10 min</b>	<b>10 min in Missouri</b> <b>20 min in Illinois</b>

**After Cross County opens...**

**2006 – 10 min 15 min**

**Provides 5 min 7.5 min**

**In the central, downtown corridor**



## Ridership Strategies

- **Exploit travel to activity centers**
- **Universal Pass programs at colleges**
- **PERC (Partial Expense Reduction for Commuters)**
- **METRO Redefined**
  - **Establish service standards/headways**
  - **Use MetroBus to feed MetroLink**
  - **Transfer Centers as Hubs**



# Transit Oriented Development

- Phase 1 was slow to begin TOD
  - Mostly existing institutions' expansion
- Phase 2 has been much quicker
  - Construction began soon after opening
  - Commercial & residential
- Phase 3 even quicker
  - Some projects opened before rail construction is complete
  - Municipalities planning to use TOD
  - All types of development



# Phase 1

## Westin Hotel at Stadium Station





# Phase 1

## The Pageant at Delmar Station





# Phase 1 Cornerstone Partnership at Wellston





## Phase 2 Parsons Place at Emerson Park





# Phase 2

## Jackie Joyner-Kersey Center

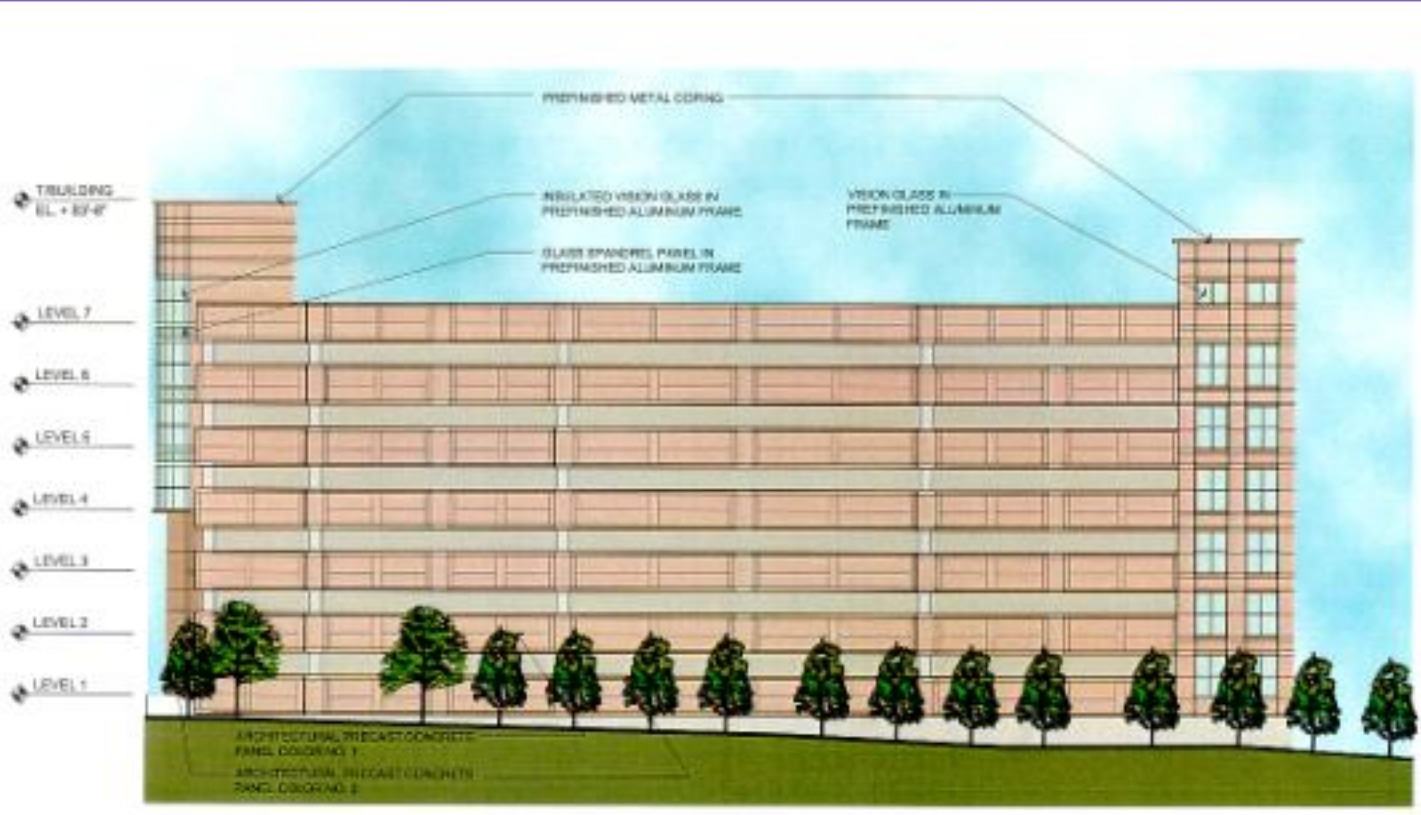




# Phase 3

## The Meridian at Brentwood

### Brentwood – I-64 Station



WEST ELEVATION - PARKING STRUCTURE

Developer:  
DCM Management Company  
254 Hanley Industrial Court  
St. Louis, Missouri 63144  
Ph. 314-881-4929

*The Meridian  
at Brentwood*

ACI  BOLAND, INC.  
1011 Olive Street  
St. Louis, Missouri 63101  
Phone: 314-241-1000  
Fax: 314-241-1001



**M**

**Questions?**