



Gateway Corridor Commission News Release

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Gateway Corridor Regroups after Legislative, Special Sessions

Community leaders in the Gateway Corridor are regrouping after the Legislature did not approve a \$3 million request, during the regular or special sessions, for a proposed bus rapid transit project that would connect the East Metro to the regional transit system.

Supporters of the 12-mile-long Gateway Gold Line BRT, proposed between Union Depot in Saint Paul and Woodbury along Interstate 94 and Hudson Road, are moving forward, according to Washington County Commissioner Lisa Weik, chair of the Gateway Corridor Commission.

“We had hoped for \$3 million this session, but we’ll do what we can to stay on schedule for a 2022 opening,” said Commissioner Weik. “We’re encouraged by the tremendous momentum we’ve built through collaborative efforts with residents, businesses, educational institutions, and with officials at the city, township, county, Met Council, state, and federal levels.”

Ramsey County Commissioner Rafael Ortega, vice chair of the Gateway Corridor Commission, agrees.

“We want to thank our legislative delegation, and the many constituents who contacted legislators during the session, for advocating for Gateway Corridor,” Ortega said. “It’s a long, data-driven process to study and develop a transitway. With continued support, we’ll get Gateway to the finish line.”

Legislation in 2015 for Gateway Gold Line BRT was bi-partisan. Corridor legislators supporting the project included bill authors Senators Susan Kent and Karin Housley and Representatives Kelly Fenton and JoAnn Ward.

The project received \$2 million from a 2014 Minnesota Legislature bonding bill. The 2015 request for \$3 million would've funded engineering and environmental analysis work in the Project Development phase of the Federal Transit Administration process.

The federal process expects a strong showing of local support among projects competing for federal funds. A year ago, the White House announced Gateway is one of 11 public works projects across the country that would be fast-tracked through the federal process.

Commissioner Weik says the Gateway Corridor Commission is working with partners to secure funding and keep the project on track for a 2022 opening. Every year the project is delayed will produce roughly \$17 million in inflationary costs.

About the Gateway Corridor transit project

The Gateway Gold Line BRT is a proposed bus rapid transit line that would run next to Interstate 94 for 12 miles in an exclusive lane on Hudson Road between the Union Depot in downtown Saint Paul and Woodbury. All-day transit service would stop at 12 stations and include connections to the growing regional transit system. The system could open for service by 2022 and will provide a focal point for new economic development opportunities as the region grows. This would be Minnesota's first BRT line in an exclusive lane. The work is led by the Gateway Corridor Commission, which is comprised of local elected officials, business and community leaders. More information is available at www.theGatewayCorridor.com.

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