



GATEWAY CORRIDOR



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Greetings!

The Minnesota Legislature's special session concluded Saturday. At a time when population and congestion are increasing, it is unfortunate that no transit projects, including Gateway, received state funding in 2015.

Thank you to everyone who shared thoughts with legislators about the need for Gateway Gold Line BRT. Your voice matters.

Time to Regroup after Legislative Session

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.

See the full news release [here](#).



Environmental Analysis Progresses over Summer

You may see staff in the corridor this summer evaluating areas around proposed stations. The Gateway Corridor team is completing technical analysis that will roll into the Draft Environmental Impact Statement (Draft EIS).

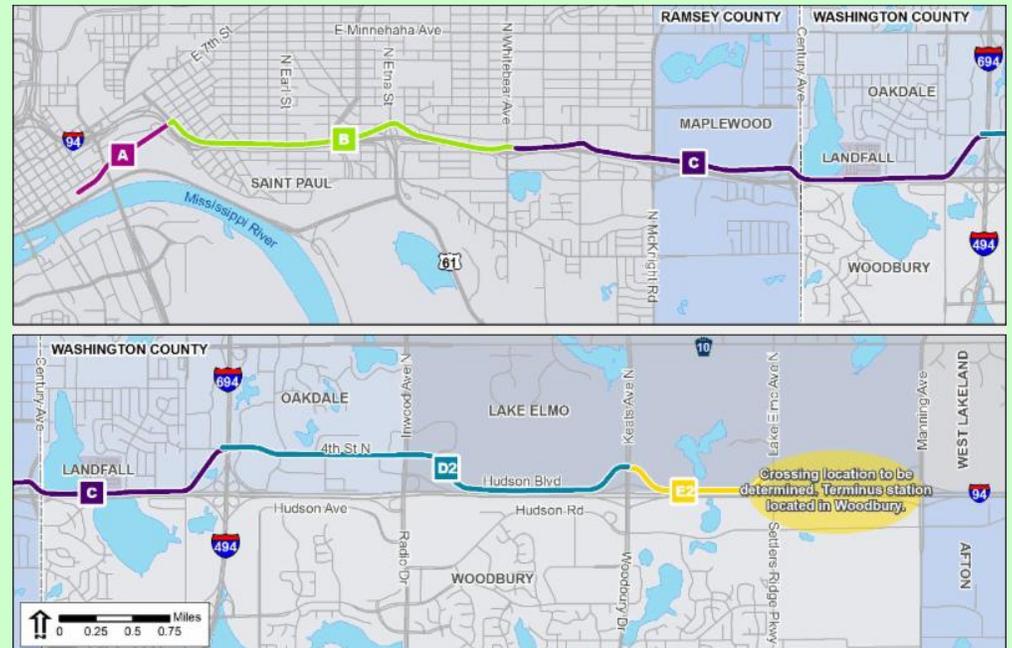
The Draft EIS will cover a wide variety of social, natural and transportation issues, and will discuss the existing conditions, potential impacts and recommended mitigation measures for each. Impacts will be disclosed for the Locally Preferred Alternative, as well as, other build alternatives.

There are a few issue areas which require a higher level of coordination and review by state and federal resource agencies, and these will be addressed in specific technical reports. The technical reports will address air quality, noise and water resources (wetlands, floodplains and storm water).

Also being prepared is a cultural resources report, which includes architectural (above-ground structures) and archaeological (below-ground artifacts) resources.

Technical reports will be available mid summer for review by state and federal agencies. Results will be reviewed with project committees.

The Federal Transit Administration, as the lead federal agency for the environmental process, will complete a rigorous review of the Draft EIS prior to public distribution of the document, which is anticipated towards the end of the year.



→ Meeting Schedule

All meetings are open to the public.

Policy Advisory Committee--Aug. 13

1:30 p.m., Woodbury City Hall

Gateway Corridor Commission-- Aug. 13

3:30 p.m., Woodbury City Hall



The PAC meetings are typically every other month. Gateway Corridor Commission meetings are every month. The monthly meeting calendar can be found on the Gateway Corridor [home page](#).

About the Gateway Corridor Commission: The Commission was created in 2009 to study and plan alternative transportation options for the area along Interstate 94 in the eastern metro of the Minneapolis-Saint Paul region. The Commission is comprised of local elected officials and business leaders. The Commission in early 2013 identified a preferred route for a fixed-guideway alternative in the Gateway Corridor. In 2014, a locally preferred alternative was approved including the selection of bus rapid transit as the mode. The project seeks to improve transit service from the Union Depot in Saint Paul to the eastern metro, while providing a focal point for more concentrated development as the region grows.