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Revised Northside-Southside Jefferson Avenue Light Rail Line Approved by East-West Gateway Council of Governments

Project Has New Name – St. Louis MetroLink Green Line

[ST. LOUIS, MO/Feb. 28, 2024] The Board of Directors of East-West Gateway Council of Governments, the St. Louis metropolitan planning organization, today approved the revised Northside-Southside Jefferson Avenue MetroLink line presented by Bi-State Development and the City of St. Louis.

With the project achieving an important milestone and moving to the next phase, Bi-State Development and the City of St. Louis are refreshing the project name. Going forward, it will be called the St. Louis MetroLink Green Line. “St. Louis is on the move and the new name reflects our city’s forward momentum,” said Jones. “The St. Louis MetroLink Green Line will provide transit access for our residents to the many growing economic development opportunities and jobs throughout the corridor, as well as connecting them to neighborhoods and parks. The new name also highlights MetroLink as an environmentally friendly transportation option.”

The revised 5.8 mile alignment from the intersection of Grand Boulevard and Natural Bridge Avenue at Fairground Park on the north side of the City of St. Louis to Jefferson Avenue then to Chippewa Street on the south side reduces the number of stations from 13 to 10. These modifications address the public concerns regarding project costs and property impacts along the line raised during last year’s 15% design phase. “East-West Gateway’s support marks an important step forward in expanding MetroLink in the City of St. Louis,” said Taulby Roach, President and CEO of Bi-State Development. “We are now one step closer to applying for federal funding.”

City of St. Louis Mayor Tishaura Jones has long been an advocate for providing transit access for historically underserved neighborhoods. She applauded East-West Gateway’s support of this important project. “This vote moves us closer to creating a light rail line that will provide new access to growing and established job centers for residents who have limited transportation options,” said Jones.

Currently, the estimated cost for the Jefferson Avenue Alignment is \$1.1 billion, which is based on 15% design and includes the station reductions. However, to make the application for federal funding more competitive and feasible, the project team continues to diligently work to identify other cost savings. For instance, expanding the existing Missouri MetroLink Facility instead of building a new MetroLink maintenance building along the proposed route could be a significant cost savings.

This spring, the St. Louis MetroLink Green Line will advance to environmental review and 30% design. An environmental review, which is federally required, will ensure the project minimizes any impacts to the environment around the proposed MetroLink extension and protected communities. During 30% design, project costs, timeline and major design elements will be fine-tuned. The public will be able to provide additional feedback.