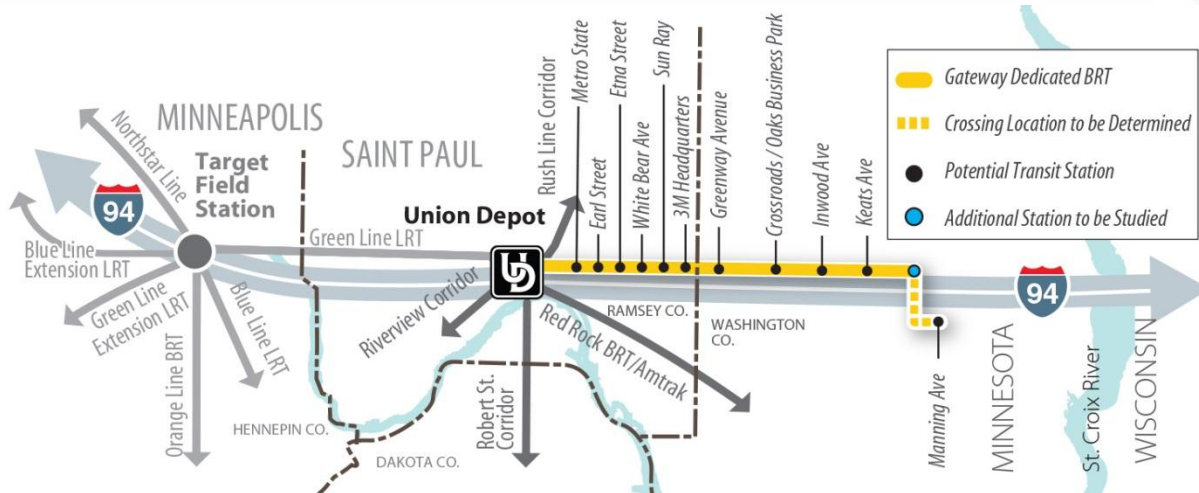


- Get to know the Gateway Corridor Project and the

Gateway Health Impact Assessment

Where is the Gateway Corridor and what is the Gateway Corridor Project?

The Gateway Corridor is a planned approximately 12-mile dedicated Bus Rapid Transit (BRT) line located in Ramsey and Washington Counties in Minnesota. The corridor runs generally parallel to Interstate 94 (I-94), connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury. The transitway will connect the eastern parts of the Twin Cities Metropolitan Area to the broader regional transit system through Union Depot multimodal transportation hub in downtown Saint Paul.



What is a Health Impact Assessment (HIA)?

The Centers for Disease Control and Prevention defines an HIA as a process that helps evaluate the potential health effects of a plan, project or policy before it is built or implemented. HIAs can be conducted for a wide range of projects; a major benefit of the HIA process is that it brings public health issues to the attention of decision-makers in areas that fall outside of traditional public health arenas, such as transportation, infrastructure, or land use.

The focus of the Gateway HIA is land use around each of the proposed Gateway stations. The HIA will use input from targeted community engagement to decide on several “health indicators” that are important to the corridor. Examples of health indicators are air quality, affordable housing, or access to recreational facilities. The HIA team will conduct in-depth research on each health indicator and review each of the corridor cities’ land use and zoning codes to arrive on recommendations to improve health outcomes in the corridor. The HIA will help to inform station area planning efforts, local land use controls, and comprehensive plan updates.

What else is happening to advance the Gateway Corridor Project?

The HIA is one of several Gateway Corridor initiatives currently underway. Each analysis helps to build a more comprehensive understanding of the conditions in and needs of the communities along the corridor prior to the implementation of the transitway.

Large capital-intensive projects with a likelihood of significant environmental impacts, like the Gateway Corridor project, must complete a **Draft Environmental Impact Statement (EIS)**. The Gateway Corridor Draft EIS is currently underway and will disclose the impacts and benefits of various alternatives considered for the transitway. In tandem with preparation of the Draft EIS, the project has advanced **conceptual engineering and design** and in fall 2014 the Gateway corridor cities and counties officially selected the **locally preferred alternative (LPA)**, the route and mode of transit for the Gateway Corridor. The Gateway Corridor LPA is included in the Metropolitan Council's 2040 Transportation Policy Plan (TPP).

Concurrent with preparation of the Draft EIS, the Gateway project is also carrying out **Station Area Planning**. As the design of the corridor proceeds, station area planning is providing input on station locations from the perspective of land use planning and real estate development potential. Station area planning will also prepare cities for infrastructure changes and development around stations that facilitate use of the stations by pedestrians, bicyclists, and drivers.

Who is paying for the Gateway Corridor Project?

As the local project sponsors, Ramsey County Regional Railroad Authority and Washington County Regional Railroad Authority are paying for preparation of the Draft EIS through a grant from the Counties Transit Improvement Board.

The Capital Investment Grant Program (CIG) is the federal capital funding program for major transit projects like the Gateway Corridor. The region intends to apply for funding through the Federal Transit Administrations (FTA's) CIG Program to build the Gateway Corridor. If the Corridor is a recipient of federal funds, the FTA would fund 45%, the Counties Transit Improvement Board (CTIB) would fund 35%, the State of Minnesota would fund 10%, and Washington and Ramsey County Regional Railroad Authorities would together fund 10% of the capital cost of the project. Operating funds for the Gateway Corridor project are anticipated to come from CTIB and the State of Minnesota. After accounting for fare revenues, the net operating cost would be paid 50 percent by CTIB and 50 percent by the State of Minnesota.

Who is paying for the HIA?

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