



*Gold Line*

BUS RAPID TRANSIT PROJECT ENVIRONMENTAL ASSESSMENT

Environmental Assessment Appendix A Technical Report

# **Public and Agency Coordination**

September 2019



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## ATTACHMENTS

**Attachment A-10-1:** *Project Development Phase Outreach Events*



## ACRONYMS AND ABBREVIATIONS

AA	Alternatives Analysis
APE	Area of Potential Effect
BRT	Bus Rapid Transit
CIG	Capital Investment Grant
CAC	Community Advisory Committee
CFR	Code of Federal Regulations
CBAC	Community and Business Advisory Committee
CMC	Corridor Management Committee
COO	Corridors of Opportunity
Council	Metropolitan Council
CPIP	Communications and Public Involvement Plan
CRWD	Capitol Region Watershed District
DNR	Minnesota Department of Natural Resources
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCC	Gateway Corridor Commission
GPO	Gold Line Project Office
HIA	Health Impact Assessment
IRT	Issue Resolution Teams
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MnDOT	Minnesota Department of Transportation
MnSHPO	Minnesota State Historic Preservation Office
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
PA	Programmatic Agreement
PAC	Policy Advisory Committee
PEP	Public Engagement Plan
Project	METRO Gold Line Bus Rapid Transit Project



RCRRA	Ramsey County Regional Railroad Authority
RWMWD	Ramsey-Washington Metro Watershed District
TAC	Technical Advisory Committee
TOD	Transit-Oriented Development
TH	Trunk Highway
TPP	Transportation Policy Plan
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USDOT	U.S. Department of Transportation
WCRRRA	Washington County Regional Railroad Authority



## 10. PUBLIC AND AGENCY COORDINATION

Planning for the METRO Gold Line Bus Rapid Transit (BRT) Project (Project) involves extensive outreach and coordination with the affected public, which includes not only the community members residing in the Project corridor but also individuals, businesses, groups, civic organizations and others interested in the Project. Local governments and state and federal agencies with regulatory oversight and permitting responsibilities also engage in the process. This report summarizes the various consultation and coordination efforts by the Metropolitan Council (Council) and their outcomes.

### 10.1. Introduction

Project staff developed and implemented the Project's public and agency plans and activities throughout the course of the Project through publication of this Environmental Assessment (EA) in compliance with the Fixing America's Surface Transportation Act,<sup>1</sup> Title VI of the Civil Rights Act of 1964,<sup>2</sup> the Federal Transit Administration (FTA) circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients,"<sup>3</sup> and Executive Order 12898<sup>4</sup> including the U.S. Department of Transportation's (USDOT) final order<sup>5</sup> and the FTA circular "Environmental Justice Policy Guidance for Federal Transit Administration Recipients."<sup>6</sup>

The environmental review process for the Project, then called the Gateway Corridor, began in 2013 when the National Environmental Policy Act (NEPA)<sup>7</sup> class of action for it was an Environmental Impact Statement (EIS). Since then, the alternatives development process reduced the geographic reach of the Project and decreased the number of considered modes from light rail transit (LRT), BRT and managed lanes to just BRT. Given these

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<sup>1</sup> "Fixing America's Surface Transportation Act, Pub. L. No. 114-94, 129 Stat. 1312 (2015). Available at: <https://www.congress.gov/114/plaws/publ94/PLAW-114publ94.pdf>. Accessed November 2018.

<sup>2</sup> "Title VI Of The Civil Rights Act Of 1964," Title 42, USC, Sec. 2000d et seq. Available at: <https://www.govinfo.gov/content/pkg/USCODE-2008-title42/html/USCODE-2008-title42-chap21-subchapV.htm>. Accessed May 2018.

<sup>3</sup> Federal Transit Administration. "Title VI Requirements and Guidelines for Federal Transit Administration Recipients". Circular 4702.1B. October 1, 2012. Available at: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/title-vi-requirements-and-guidelines-federal-transit>. Accessed May 2018.

<sup>4</sup> "Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." Vol. 59, Federal Register, No. 32, February 16, 1994. Available at: <https://www.gpo.gov/fdsys/pkg/FR-1994-02-16/html/94-3685.htm>. Accessed November 2018.

<sup>5</sup> Office of the Secretary of Transportation. U.S. Department of Transportation. "Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," Final Department of Transportation Updated Environmental Justice Order 5610.2(a). 2011. Available at: [https://www.fhwa.dot.gov/environment/environmental\\_justice/ej\\_at\\_dot/orders/order\\_56102a/dot56102a.pdf](https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/dot56102a.pdf). Accessed May 2018.

<sup>6</sup> Federal Transit Administration. "Environmental Justice Policy Guidance for Federal Transit Administration Recipients". Circular C4703.1. August 15, 2012. Available at: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>. Accessed May 2018.

<sup>7</sup> The National Environmental Policy Act of 1969, as amended. ("The Public Health and Welfare," Title 42, USC, Sec. 4321 et seq. (1969)). Available at: <https://www.gpo.gov/fdsys/pkg/USCODE-2011-title42/pdf/USCODE-2011-title42-chap55-sec4321.pdf>. Accessed May 2018.



changes, the FTA determined in October 2016 that an EA was the appropriate NEPA class of action for the Project. This chapter discusses the Project-related consultation and coordination efforts during the EIS and EA processes.

## 10.2. Public Outreach Approach

In 2010, the Gateway Corridor Commission (GCC) initiated an alternatives analysis (AA) study of potential improvements to transit along the Gateway Corridor. The study considered a range of alternatives that would improve regional mobility and meet long-range transit needs. Early in the study process, the Gateway Corridor project advisory bodies established a framework for public outreach that engaged stakeholders through public meetings, open houses, stakeholder presentations, email newsletters, social media, and a website. In 2013, the GCC published the results of the AA study in the *Gateway Corridor Alternatives Analysis Final Report*.<sup>8</sup>

A well-informed and engaged public strengthens the Project and helps create a more useful transit system for all. The Project advisory bodies developed a Public Engagement Plan (PEP) to document its public outreach goals. The Gateway Corridor PEP described strategies for encouraging public input and outlined opportunities for early and ongoing public involvement in the planning process. The PEP defined the roles of the Project's decision-making and advisory bodies, identified key stakeholders and communication methods and outlined the anticipated order and schedule of public engagement activities. The Gateway Corridor PEP concluded in December 2016 when the Project advisory bodies finished refining the Locally Preferred Alternative (LPA).

In January 2018, the Gateway Corridor Project began the Project Development Phase of FTA's Capital Investment Grant (CIG) Program, and the Council became the local lead agency for the Project. At this time, the Project's formal name changed from Gateway Corridor to the METRO Gold Line Bus Rapid Transit Project. Project advisory bodies drafted a Communications and Public Involvement Plan (CPIP) to update the earlier efforts and rebrand the Project. The CPIP describes measures to communicate and engage with multiple audiences within the Project corridor and across the region. The PEP and CPIP support the commitment of the Council, Metro Transit and the Project's local funding partners to engage the public and stakeholders during the Project Development Phase.

### 10.2.1. Public Outreach Goals

Project staff reviewed and modified outreach goals for the Project as it advanced from planning to the Project Development Phase. The Gateway Corridor PEP's goals focused on building community support to obtain approval for the LPA and improve the Project's ratings within the FTA's CIG Program, while also identifying Project-related concerns and minimizing its potential impacts. As the Project entered the Project Development Phase in January 2018, the Council defined the Project's updated outreach goals in the newly created CPIP, which focused on working collaboratively with the public to obtain support. The CPIP defines the following outreach goals for the Project:

- **Goal 1:** Inform the public about (previously made and upcoming) project decisions, timelines, impacts and options
- **Goal 2:** Develop and maintain public support for the Project as an essential means to improve our transportation system and maintain regional competitiveness

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<sup>8</sup> Gateway Corridor Commission. Gateway Corridor Alternatives Analysis Final Report. February 2013. Available at: <http://thegatewaycorridor.com/alternative-analysis>. Accessed May 2018.



- **Goal 3:** Enhance Project decision making by providing opportunities for public input, participation, and dialogue
- **Goal 4:** Build mutual trust and engagement capacity by creating two-way communication (with residents, businesses, and interested groups) that is transparent, provides thorough information, closes loops, shows how input was used, and details opportunities for further engagement
- **Goal 5:** Maintain ongoing communication with the public and funding partners to ensure key messages are clear, consistent, and responsive to changing needs, status and timing

## 10.2.2. Public Engagement Strategies

The Gateway Corridor PEP document identified six public engagement strategies to achieve the goals of the Project during the early planning process. These GCC used these strategies as a framework to organize public engagement activities throughout the environmental process and included:

- **Strategy 1:** Clearly articulate and communicate the project purpose, need and benefits to achieve broad understanding of the reasons why to pursue the Gateway Corridor project
- **Strategy 2:** Seek representation from environmental justice communities on the Community Advisory Committee (CAC) and identify individuals and key groups, such as Saint Paul District Councils 1 and 4, who will aid in communication of project information and input to the project from minority and low-income communities in the Gateway Corridor
- **Strategy 3:** Provide consistent and clear communications about the project to the public to develop trust and confidence in the process and to build a base for constructive comments
- **Strategy 4:** Clearly illustrate the relationship between land development, transportation infrastructure for all modes (pedestrians, bicycles, transit, automobiles), and ridership/use of the Gateway Corridor
- **Strategy 5:** Provide technical evaluation of alternatives in a comparative format so the public has a clear assessment of comparative benefits, impacts, costs, and opportunities
- **Strategy 6:** Promote technically sound analysis and project decisions with early agreements regarding assumptions and methodologies

The following strategies from the Project's CPIP support the goals of the Project:

- **One-on-one** conversations to receive specific comments from property owners or other directly impacted individuals
- **Door-knocking or canvassing** to reach specific affected properties, especially when considering a decision that could change impacts to a specific property or properties
- **Community presentations** giving an overview of the project or specific details for discussion to any interested party
- **Group engagement** with existing organization and businesses groups on target issues, including asking groups to host discussions
- **Public meetings** such as open houses, forums or townhalls to provide information, answer questions and solicit public input with interactive items or comment cards
- **Community event participation** to highlight project details at spaces where people are already gathering such as tabling, bringing outreach buses and other active event participation





- **Project and outreach coordinator publicly shared emails** to receive general comments or specific responses to a solicited issue
- **Online polling or comment forms** to survey stakeholders as part of an outreach event or separate initiative.

Project representatives consistently sought opportunities for gathering public input throughout each phase of the Project. To determine the appropriate level of public involvement, the Project team adjusted its strategies based on estimated and expressed levels of interest, and according to answers to the following questions:

- What decisions are open for further discussion and which have been completed?
- What decisions related to the Project are primarily technical and not appropriate for public discussion?
- What decisions are flexible and open for public discussion?
- What method would provide the most useful public discussion and information gathering?
- How will the decision-making process use the public input?

### 10.2.3. Project Communications

Communicating and engaging with multiple audiences within the corridor and across the region is an integral component to the success of the Project. A well-informed and engaged public strengthens the Project and creates a more useful transit system for the region. The Council, Metro Transit and local funding partners Washington and Ramsey counties believe engaging corridor stakeholders in developing, advancing and resolving Project-related decisions is critical in meeting the Project purpose and need (see the *Purpose and Need Technical Report* in **Appendix A**).

The Project engaged corridor residents, businesses, organizations, and transit-riders in the planning process to solicit their input and address their needs and concerns. The Project gave concerted effort to involve communities traditionally underrepresented in transit-planning such as people of color, low-income communities, people with limited English proficiency, people with disabilities, and other marginalized groups. Project materials included Hmong, Somali, Spanish and Karen translations, and Project staff conducted outreach events in many transit-accessible locations along the corridor. Throughout the environmental process, Project staff engaged with environmental justice populations to share Project updates and design information, solicit input and address property and business concerns related to the Project. Project staff consistently held public meetings and open houses in areas with environmental justice populations, considering transit access, communication methods and varying schedules for the engagement events. Section 3.4.5 of the EA and Section 4.8 of the *Community and Social Technical Report* in **Appendix A** summarize outreach efforts that specifically targeted environmental justice populations.

#### 10.2.3.1. Electronic Communications

The Project used various electronic communication methods. Although some residents in the corridor communities do not have computers, the Project understood from community organizers that electronic media is an effective method of outreach to this community, as computers at area libraries are well-used and smartphones are increasingly used to access websites and social-networking applications.

Throughout the course of early planning efforts and the Project Development Phase, project staff used email newsletters, social media and a project website. Initially, the GCC led these efforts and hosted the website. In 2018, when the Council became the lead agency for the Project, it created a new project website and Twitter account. **Table 10.2-1** summarizes the electronic communication methods the Project used.



**TABLE 10.2-1: OVERVIEW OF ELECTRONIC COMMUNICATIONS**

Communication Method	Content
<b>Electronic and Web-Based</b>	
<p><b>METRO Gold Line BRT Project website</b></p> <ul style="list-style-type: none"> <li>• 2018-present</li> <li>• <a href="http://www.metrotransit.org/gold-line">www.metrotransit.org/gold-line</a></li> <li>• See <b>Figure 10.2-1</b></li> </ul>	<ul style="list-style-type: none"> <li>• Stations and design</li> <li>• Environmental review process</li> <li>• Project library</li> <li>• Meetings and events</li> <li>• Field work</li> <li>• Committees</li> <li>• Public engagement</li> <li>• Project partners</li> <li>• Frequently asked questions</li> </ul>
<p><b>Gold Line Partners website</b></p> <ul style="list-style-type: none"> <li>• 2013-present</li> <li>• formerly Gateway Corridor</li> <li>• <a href="http://www.thegatewaycorridor.com">www.thegatewaycorridor.com</a></li> </ul>	<ul style="list-style-type: none"> <li>• Information during initial stages of what is now the Project</li> <li>• Includes the following pages: Meet the Partners; What is BRT?; Transit Studies; Recent News; and Get Involved</li> </ul>
<p><b>Online Survey</b></p> <ul style="list-style-type: none"> <li>• Saint Paul Neighborhood Options <ul style="list-style-type: none"> <li>▸ Available July 10-Aug. 15, 2018</li> </ul> </li> <li>• Saint Paul Downtown Alternatives <ul style="list-style-type: none"> <li>▸ Available Sept. 24 -Oct. 15, 2018</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Survey links posted on Project website; web address printed on Project materials</li> <li>• Broadly distributed to gather input from residents and community members</li> </ul>
<b>Newsletters</b>	
<ul style="list-style-type: none"> <li>• Sent via email and posted on website</li> <li>• Mailed hard copies when requested</li> </ul>	<ul style="list-style-type: none"> <li>• Project, legislative and coordination updates</li> <li>• Notices for open houses and other public events</li> </ul>
<b>Social Media</b>	
<p><b>Twitter</b></p> <ul style="list-style-type: none"> <li>• Project account <ul style="list-style-type: none"> <li>▸ 2016-present</li> <li>▸ <a href="https://twitter.com/@GoldLineBRT">twitter.com/@GoldLineBRT</a></li> </ul> </li> <li>• Gold Line Partners account <ul style="list-style-type: none"> <li>▸ 2014-present</li> <li>▸ <a href="https://twitter.com/@GoldLinePttrs">Twitter.com/@GoldLinePttrs</a></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Gateway Corridor used Twitter account until 2017, when the Council assumed Project authority</li> <li>• Graphics, meeting reminders, project updates</li> </ul>
<p><b>YouTube</b></p> <ul style="list-style-type: none"> <li>• 2014-2017</li> <li>• <a href="http://www.youtube.com/user/TheGatewayCorridor">www.youtube.com/user/TheGatewayCorridor</a></li> </ul>	<ul style="list-style-type: none"> <li>• Gateway Corridor and Gold Line Partners used account until the Council assumed authority</li> <li>• Project-related video uploads</li> </ul>



Communication Method	Content
<p><b>Facebook</b></p> <ul style="list-style-type: none"> <li>Project transition to Metro Transit page                             <ul style="list-style-type: none"> <li>2018-present</li> <li><a href="http://www.facebook.com/MetroTransitMN/">www.facebook.com/MetroTransitMN/</a></li> </ul> </li> <li>Gold Line Partners page                             <ul style="list-style-type: none"> <li>2012-present</li> <li>Originally named "Gateway Corridor" page</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Project information</li> <li>Notice of community events and meetings</li> <li>Public comment opportunities</li> <li>Photos and other related transit information</li> </ul>

FIGURE 10.2-1: PROJECT WEBSITE

**Gold Line Project**

- Project Facts
- Public Engagement
- News and Updates
- Committees
- Documents
- Design and Engineering
- Environmental Process
- Fieldwork
- Project Partners

Subscribe to the Gold Line Project Update to get news delivered to your inbox!

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**Gold Line Project Office**  
goldline@metrotransit.org  
651-602-1955

**Liz Jones**  
Community Outreach and Engagement  
elizabeth.jones@metrotransit.org  
651-602-1977

## METRO Gold Line BRT Project

The METRO Gold Line will connect people across the region to job centers, housing options, transit stations and key destinations in the I-94 corridor. The planned ten-mile dedicated Bus Rapid Transit (BRT) line will connect Saint Paul, Maplewood, Landfall, Oakdale and Woodbury generally along Interstate 94.

The Gold Line will be Minnesota's first BRT line that operates primarily within bus-only lanes. These lanes are dedicated only to transit buses, and will be built north of Interstate 94. The Gold Line will be built with several amenities to ensure a comfortable ride and fast service:

- > Frequent, all-day service in both directions
- > Pre-boarding fare payment for faster stops
- > Access to Park & Ride lots in Saint. Paul, Oakdale and Woodbury
- > Real-time arrival and departure information
- > Heated shelters, lighting and security features

The Gold Line Fact Sheet has more information on these features.

### Gold Line enters Project Development

The Federal Transit Administration (FTA) allowed the Gold Line to enter the Project Development phase of the federal New Starts program, which is the first step to securing federal funding. This approval allows the project to advance design and engineering, environmental work, and community outreach over the next two years.

### News & Updates

- > November 29 CBAC and December 6 CMC meetings have been canceled. [More info on committees.](#)
- > An Environmental Assessment (EA) is underway to understand impacts associated with Gold Line's construction and operation. EA findings will be available in 2019. [More info on the EA.](#)
- > Visit [News & Updates](#) for additional news releases and press related to the Gold Line Project



### 10.2.3.2. Face-to-Face Meetings

Face-to-face meetings are important outreach efforts, providing opportunities for two-way dialogue between the public and the Project. Project staff used many formats in hopes of reaching a variety of stakeholders in settings that would be most comfortable and convenient. These strategies included open houses, neighborhood meetings, “pop-up” events, City Council meetings and door-knocking in neighborhoods along the corridor.

Face-to-face events also included children’s activities. In addition to providing entertainment for youth, these activities educated them about the Project. The Council designed activities to spark interest among future riders such as a spin-wheel game, a bus cutout photo prop for taking pictures (see **Figure 10.2-2**), sheets for coloring, and giving away branded items.

Additionally, Project staff attended and presented at community meetings throughout the Project corridor such as City Council, District Council and Chamber of Commerce meetings. These meetings allowed groups with specific concerns or questions to interact with Project staff and provide feedback in a more personal setting. The Council shared with other appropriate Project partners the concerns expressed at these meetings. **Attachment A-10-1** includes a full list of these meetings.

### 10.2.3.3. Printed Materials

Meetings, open houses and pop-up events featured a variety of Project-specific print materials including fact sheets, information about the environmental review process and the anticipated schedule.

Project staff distributed other printed materials such as newsletters and informational postcards via door-knocking events and direct mailings. Project representatives collected addresses for the mailings during public meetings or by direct contact to provide stakeholders an option for obtaining Project information besides electronic methods.

### 10.2.3.4. Media

Project staff coordinated with reporters who represented local print, electronic and television network media. News sources include city and neighborhood newspapers, and minority and ethnic media outlets. Project staff shared press releases about open houses and significant Project milestones, and they organized meetings between press representatives and senior Project officials to provide information and answer questions.

FIGURE 10.2-2: PROJECT BUS CUTOUT PHOTO PROP





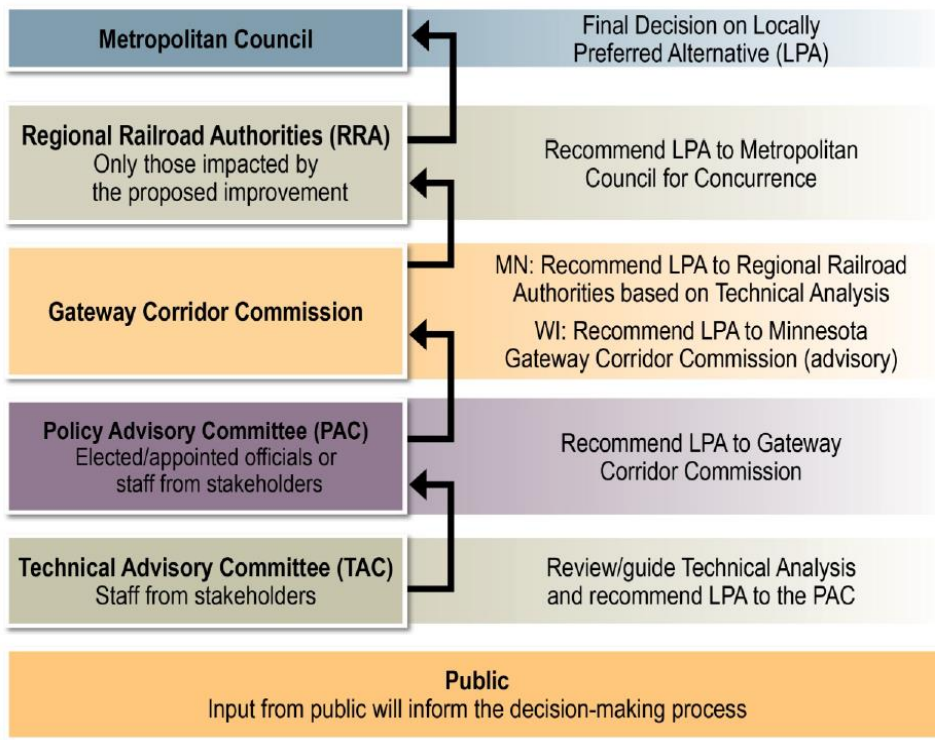
## 10.3. Project Decision-Making and Advisory Bodies

This section summarizes the advisory committee structure the Project used during early planning and the Project Development Phase.

### 10.3.1. Gateway Corridor Committee Structure (2009-2017)

Figure 10.3-1 shows the structure and brief descriptions of the Gateway Corridor committees.

FIGURE 10.3-1: GATEWAY CORRIDOR COMMITTEE STRUCTURE AND ROLES



Revised November 2010

TB9102710142520MKE

#### 10.3.1.1. Gateway Corridor Commission

The GCC was a joint-powers board composed of voting and ex-officio members of corridor counties, cities, agencies and businesses who had an interest in the Gateway Corridor project. The GCC formed in 2009 to plan and study transportation options in the corridor and was the decision-making body for the Gateway Corridor. The GCC made recommendations to the Washington County Regional Railroad Authority (WCRRA), the Ramsey County Regional Railroad Authority (RCRRA) and the Council regarding the LPA and the alternatives the environmental document should evaluate. The Policy Advisory Committee (PAC) made all other decisions.



The GCC met approximately monthly throughout the duration of the planning phase of the project. The project website<sup>9</sup> posted agendas and minutes for the meetings, which were open to the public.

After finalizing the LPA in December 2016, the GCC became the Gold Line Partners.

### **10.3.1.2. Policy Advisory Committee**

The PAC included representatives from corridor communities and key partnering agencies, and it provided policy recommendations to the GCC. The PAC consisted of all GCC voting and ex-officio members, as well as representatives from partner agencies such as the Council, Metro Transit and the Minnesota Department of Transportation (MnDOT), who had key roles in developing the Gateway Corridor project but were not partners in the GCC joint-powers agreement.

The PAC met approximately bimonthly, immediately before the GCC meeting, throughout the planning phase to advise the GCC on key project decisions about the LPA and alternatives the environmental document should evaluate. The PAC made all other project decisions. The project website hosted the agendas, materials and summaries for the PAC meetings, which were open to the public.

The PAC's involvement in the project ended upon selection of the LPA in December 2016.

### **10.3.1.3. Technical Advisory Committee**

The Technical Advisory Committee (TAC) is composed of engineering and planning staff from corridor communities and affected agencies including the Council, Metro Transit, the counties, cities and MnDOT. Key responsibilities of the TAC included providing technical input, reviewing study findings and providing recommendations to other advisory bodies.

The TAC met approximately monthly throughout the planning and environmental processes. The TAC regularly received information from the Project Management Team, which included representatives from the WCRRA, the RCRRA, the Council, Metro Transit and MnDOT. Members of the TAC and appropriate agencies met to discuss and resolve various technical issues.

### **10.3.1.4. Community Advisory Committee**

Although not specifically shown on the committee structure, the Community Advisory Committee (CAC) advised the GCC by representing the diverse residential and business interests along the project corridor. The CAC came together through an open application process in 2013, and a GCC subcommittee selected the CAC's 19 members, who represented the residents, business owners and community organizations interested in and affected by the Project.

Throughout the planning process, the CAC advised the GCC on public engagement methods including outreach to environmental justice communities; identified issues and concerns to be addressed in the environmental document and concept design; provided information on potential social, economic and community impacts, and appropriate mitigation measures; and contributed input on key project decisions for the PAC and GCC to consider. CAC shared input with the TAC, PAC and GCC throughout the environmental process.

The CAC met from August 2013 to December 2016 on an as-needed basis.

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<sup>9</sup> Gateway Corridor Commission. Available at: [www.thegatewaycorridor.com](http://www.thegatewaycorridor.com). Accessed May 2018.



### 10.3.2. METRO Gold Line Bus Rapid Transit Project (2018-Present)

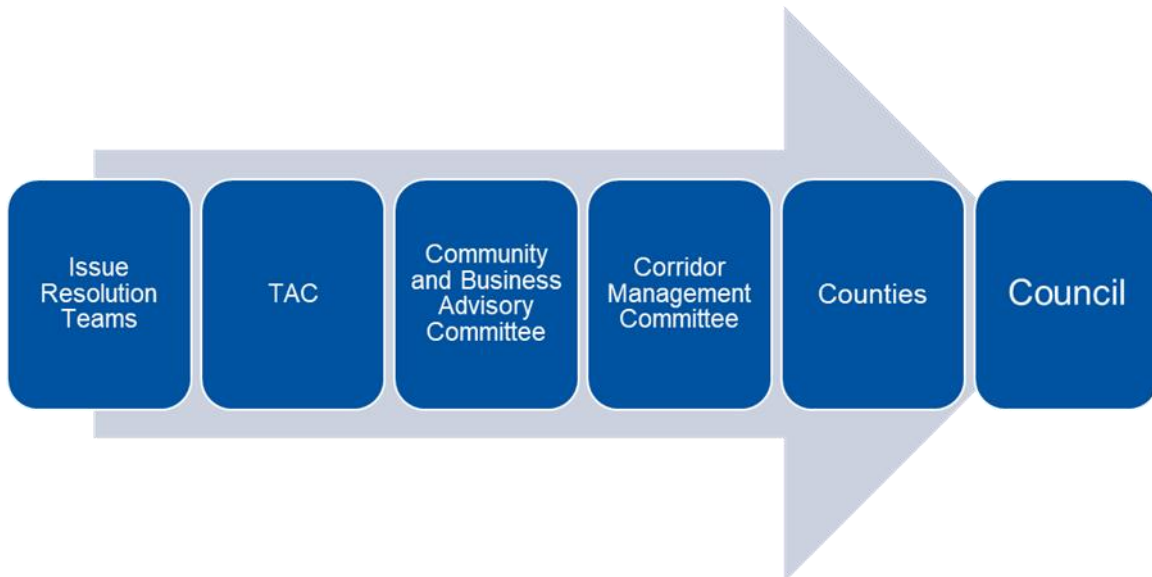
Figure 10.3-2 shows the committee structure during the Project Development Phase.

#### 10.3.2.1. Gold Line Project Office

In March 2018, the Council established the Gold Line Project Office (GPO) from which it will design, manage and build the Project. The office, which has the capacity for about 50 staff members, is in the Metro Square building at 121 7th Place East in Saint Paul. The GPO is currently fully staffed with employees of the Council, Metro Transit, Washington and Ramsey counties and MnDOT.

The Council or Metro Transit employ and specifically assign the Project outreach and communications staff, who will remain as community assets even after the Project’s opening day, so that relationships with the community are continuous.

FIGURE 10.3-2: PROJECT COMMITTEE STRUCTURE



#### 10.3.2.2. Issue Resolution Teams

Issue Resolution Teams (IRTs) in the Project Development Phase evaluate potential adjustments to the conceptual design that the EA evaluates. A series of meetings – led by GPO staff and attended by technical staff from the cities of Saint Paul, Maplewood, Landfall, Oakdale and Woodbury, and the Capitol Region and Ramsey-Washington Metro watershed districts – develop and refine the adjustments and issues the IRTs consider and address. The IRTs are the first committees to evaluate the technical issues, and they advance their work to the TAC for consideration.

The Project Development Phase and subsequent phases require the advance of design in key Project areas that affect its features and cost; therefore, the IRTs initially focused on these key areas. The Project’s goals and objectives guide the IRTs when weighing decisions.

Table 10.3-1 lists the IRTs’ goals and objectives from the Project’s Purpose and Need statement found in the *Purpose and Need Technical Report* in **Appendix A**. The Council uses these goals to communicate to the public to illustrate how the project advisory bodies make Project-related decisions.



**TABLE 10.3-1: PURPOSE AND NEED OF THE PROJECT: GOALS FOR ISSUE RESOLUTION TEAMS**

Goals	Objectives
Goal 1: Improve Mobility	1. Maximize number of people served (future)
	2. Maximize transit ridership
	3. Maximize travel time savings
	4. Minimize traffic mobility impacts
Goal 2: Provide a Cost-Effective, Economically Viable Transit Option	5. Minimize costs and maximize cost-effectiveness
Goal 3: Support Economic Development	6. Maximize number of people served (existing)
	7. Maximize future development opportunities
Goal 4: Protect the Natural Environmental Features of the Corridor	8. Minimize potential environmental impacts
Goal 5: Preserve and Protect Individual and Community Quality of Life	9. Maximize potential benefits to and minimize potential impacts on the community
	10. Minimize adverse parking, circulation, and safety impacts

During the Project Development Phase, the Council identified through engagement with Project partners and the public 12 technical issues to resolve (see **Table 10.3-2**), a strategy that also involved utilizing the advisory committees and IRTs and identifying ways to collect input from community members and the public at large.

**TABLE 10.3-2: TWELVE TECHNICAL ISSUES FOR PROJECT ISSUES RESOLUTION TEAMS**

Segment	Technical Issue	Project Elements/Issues for Resolution
SAINT PAUL	1. Downtown Saint Paul	<ul style="list-style-type: none"> <li>• Downtown routing and station locations</li> </ul>
	2. Dayton's Bluff Area	<ul style="list-style-type: none"> <li>• Kellogg Avenue/3rd Street/Mounds Boulevard intersection design and operation</li> <li>• Potential Section 106 (see <b>Section 10.7</b>) impacts relative to design in Dayton's Bluff area</li> <li>• Guideway location/configuration</li> <li>• Siting and locations of Mounds Boulevard and Earl Street stations</li> </ul>
	3. Etna Street Station	<ul style="list-style-type: none"> <li>• Etna Street/TH 61 intersection design and operations</li> <li>• Pedestrian facilities in TH 61 interchange area</li> <li>• Siting and location of Etna Street Station</li> </ul>
	4. White Bear Avenue Station	<ul style="list-style-type: none"> <li>• Location of pedestrian bridge west of White Bear Avenue</li> <li>• Hudson Road visual and parking impacts</li> <li>• White Bear Avenue underpass</li> <li>• Siting and location of White Bear Avenue Station</li> </ul>





<b>Segment</b>	<b>Technical Issue</b>	<b>Project Elements/Issues for Resolution</b>
	5. Sun Ray Station	<ul style="list-style-type: none"> <li>• Siting, location and size of potential park-and-ride facility</li> <li>• Siting and location of Sun Ray Station</li> <li>• Sun Ray Frontage Road Design</li> </ul>
MAPLEWOOD	6. Maplewood Station	<ul style="list-style-type: none"> <li>• Pedestrian infrastructure at Century Avenue</li> <li>• Guideway crossing control at 3M campus</li> <li>• Siting and location of Maplewood Station</li> </ul>
LANDFALL	7. Greenway Avenue Station	<ul style="list-style-type: none"> <li>• BRT guideway and mixed traffic operations on east end of Century Avenue</li> <li>• Siting and location of Greenway Avenue Station</li> </ul>
OAKDALE	8. Helmo Avenue Station	<ul style="list-style-type: none"> <li>• Traffic and BRT lane operations on Hadley Avenue and 4th Street Bridge</li> <li>• Siting and location of park-and-ride facility</li> <li>• Truck access to Country Hearth Building</li> <li>• Helmo Avenue/Bielenberg Drive Bridge</li> </ul>
WOODBURY	9. Bielenberg Drive	<ul style="list-style-type: none"> <li>• Center running or side running BRT lanes on Bielenberg Drive</li> <li>• Utility concerns near Hudson Road and Bielenberg Drive due to data centers in the area</li> <li>• Traffic operations at Tamarack Road and Bielenberg Drive</li> <li>• Siting and location of Tamarack Station</li> </ul>
	10. Woodbury Theatre Station	<ul style="list-style-type: none"> <li>• Siting, location and sizing of park-and-ride facility at Woodbury Theatre and integration with existing express bus routes</li> </ul>
SYSTEMWIDE	11. Stormwater	<ul style="list-style-type: none"> <li>• Stormwater treatments in the corridor</li> </ul>
	12. Maintenance and operations	<ul style="list-style-type: none"> <li>• Identification of facility and guideway maintenance requirements and mitigation/minimization strategies</li> <li>• Maintenance agreements</li> </ul>

### 10.3.2.3. Technical Advisory Committee

The TAC continues to provide technical input on issues, including but not limited to design, engineering, construction and operation of the Project. The goals of the TAC transformed from the planning phase to serve as technical advisors during the Project Development phase, providing technical recommendations to the Corridor Management Committee (CMC) and Community and Business Advisory Committee (CBAC). The TAC is composed of senior public works, community development, and/or engineering staff from Ramsey County, Washington County, the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury, Metro Transit, MnDOT and GPO staff. The responsibilities of TAC members include:

- Providing technical input on Project design and engineering issues
- Identifying strategies to avoid, minimize, and mitigate the impacts of the Project
- Coordinating station area planning, land use goals, and design activities
- Discussing design issues before presenting to the public and other advisory committees (CBAC, CMC)



The reestablished TAC began meeting in early 2018 and meets monthly.

#### 10.3.2.4. Community and Business Advisory Committee

In 2018, a CBAC formed to help guide the CMC regarding community and business issues during the Project Development Phase (see **Figure 10.3-3**). The CBAC serves as a primary avenue for public and community involvement in the design process. As the Project progresses, the CBAC may create subcommittees to address issues specific to a particular population or location.

The CBAC is composed of a community member and business representative from each station area, as well as three at-large members appointed by the chair of the Council and the Ramsey and Washington county commissioners to ensure the committee includes diverse viewpoints. Women comprise 50 percent of the CBAC and people of color comprise 30 percent.

The CBAC includes the following station area appointments:

- Saint Paul: 10 members (Mounds, Earl, Etna, Van Dyke or Hazel and Sun Ray stations)
- Maplewood: two members (Maplewood Station)
- Landfall: two members (Greenway Station)
- Oakdale: three members (Greenway and Helmo stations)
- Woodbury: four members (Tamarack and Woodbury Theatre stations)
- At-large: five members

Members scheduled meetings of the CBAC on an as-needed basis, which averaged once a month during the Project Development Phase. Project website includes the CBAC membership, agenda, meeting minutes and meeting materials.

#### 10.3.2.5. Corridor Management Committee

The CMC includes elected officials and community leaders whom the Chair of the Council appointed to advise the Council and Ramsey and Washington counties on the Project design and construction. The CMC uses technical and community input to leverage opportunities and address issues throughout each stage of the Project including environmental review, preliminary design, final design and construction. The CMC meets monthly, and the chair can convene special meetings as needed. The CMC advises Project staff and the Council, Ramsey and Washington Counties on areas such as environmental and design processes, outreach strategies, construction activity (see **Figure 10.3-4**).

**FIGURE 10.3-3: COMMUNITY AND BUSINESS ADVISORY COMMITTEE MEETING**





The Council chair also chairs the CMC, which includes representatives from the following organizations and agencies:

- Council (one representative in addition to the Council chair)
- Washington County commissioner (two representatives)
- Ramsey County commissioner (two representatives)
- Metro Transit (one representative)
- MnDOT (one representative)
- CBAC co-chairs (two representatives)
- One representative from each of the following five cities that the Project will serve:
  - › Saint Paul
  - › Maplewood
  - › Landfall
  - › Oakdale
  - › Woodbury

**FIGURE 10.3-4: CORRIDOR MANAGEMENT COMMITTEE MEETING**



### **10.3.3. Informal Advisors and Information Distributors (2009-Present)**

Project staff coordinate engagement and planning efforts with other related projects and community groups throughout all phases of the Project. Coordination with these concurrent efforts help to spread information about and inform the environmental process. Several groups advised on issues such as engagement with environmental justice communities, station and transitway design, and station area land use. Many of these groups also held their own events in the community and invited Project staff to attend and present on the Project. The following section includes more information about these efforts.

#### **10.3.3.1. Gold Line Partners**

Previously known as the GCC, the Gold Line Partners engaged citizens, business leaders, employers, employees, nonprofit groups and higher education institutions. The group also guided station-area planning to maximize transit-oriented development (TOD) opportunities. The Gold Line Partners included the following staff:

- WCRRA – 2018 chair
- RCRRA – 2018 vice-chair
- City of Saint Paul
- City of Maplewood
- City of Oakdale
- City of Woodbury



Ex-officio members included representatives from the following organizations:

- 3M
- East Side Area Business Association
- Saint Paul Area Chamber of Commerce
- Landfall Village
- Oakdale Business and Professional Association
- Woodbury Chamber of Commerce

### 10.3.3.2. East Side Prosperity Campaign

Corridors of Opportunity (COO)<sup>10</sup> was an initiative by the Council and the McKnight Foundation to engage underrepresented communities in transitway planning throughout the region. The East Side Prosperity Campaign received a COO grant in 2011 and 2012 for its “Engage East Side” effort,<sup>11,12</sup> which focused on discussing with and soliciting input from low-income individuals, people of color, immigrants and people with disabilities about how to more effectively engage them in transit projects on the east side of Saint Paul including the Gateway Corridor project. Engage East Side and its partner effort, the Engage East Side Resident Network, established key connections between the project and environmental justice communities in the early stages of the environmental review process.

After the COO initiative ended in 2013, the East Side Prosperity Campaign renewed its commitment to organizing community participation in transit projects by establishing Fostering East Side Transit Equity Conversations, an apprenticeship program to train and engage a team of 10 ethnically diverse community organizers who represent the demographic characteristics of Saint Paul’s east-side neighborhoods. In 2014, Fostering an East Side Transit Equity Conversations become the current East Side Transit Equity.<sup>13</sup> Section 4.8 of the *Community and Social Resources Technical Report* in **Appendix A** includes additional information about Fostering East Side Transit Equity Conversations and environmental justice communities.

### 10.3.3.3. Neighborhood Organizations

The District 1 – Eastview-Conway-Battle Creek-Highwood Hills, and District 4 – Dayton’s Bluff Community Councils were instrumental in helping disseminate project information in the east-side neighborhoods of Saint Paul.<sup>14</sup> The community councils hosted Project staff at their events, notified staff of various community events where the Project should have a presence, provided valuable information about the neighborhoods and residents,

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<sup>10</sup> Metropolitan Council. “Corridors of Opportunity”. Available at: <https://metro council.org/communities/Projects/Corridors-of-Opportunity.aspx>. Accessed November 2018.

<sup>11</sup> Corridors of Opportunity. 2011 Community Engagement Grant Awards. September 2016. Now available at: <https://metro council.org/communities/Projects/Corridors-of-Opportunity.aspx>. Accessed May 2018.

<sup>12</sup> Corridors of Opportunity, 2012 Community Engagement Grant Awards. <http://www.corridorsofopportunity.org/engagement/2012-community-engagement-grant-awards>. Accessed September 2016. Now available at: <https://metro council.org/communities/Projects/Corridors-of-Opportunity.aspx>. Accessed May 2018.

<sup>13</sup> Dayton’s Bluff Community Council, East Side Transit Equity (ESTE, formerly FESTE). Available at: <http://www.daytonsbluff.org/our-community/festec/>. Accessed September 2016.

<sup>14</sup> Maplewood also has officially recognized neighborhoods; however, the neighborhoods do not have structures that could assist in public engagement like those of the Saint Paul district councils.



and helped identify environmental justice populations in the study area. Section 4.8 of the *Community and Social Resources Technical Report* in **Appendix A** includes additional information about environmental justice communities.

### 10.3.3.4. Business Organizations

The East Side Area Business Association helped identify, convene, and inform minority-owned businesses and other businesses throughout the east side of Saint Paul. The Saint Paul Area, Oakdale and Woodbury chambers of commerce sponsored events to which they invited Project staff to talk with their members about the Project, the environmental process, and opportunities to provide feedback and stay involved.

### 10.3.3.5. Issue-Based Organizations

Issue-based and advocacy organizations disseminated information about the Project through their regularly scheduled mailings, electronic newsletters, websites and advocacy efforts for increased state transportation funding. These organizations included Move Minnesota and the Sierra Club – North Star Chapter. The Alliance for Metropolitan Stability also distributed information and met with Project staff to discuss engaging environmental justice population and equitable TOD along the corridor.

## 10.4. Public Outreach Activities

The following sections summarize the Project-related outreach activities conducted during early planning stages and the Project Development Phase.

### 10.4.1. Community Engagement for the Draft Environmental Impact Statement Scoping Process (2014)

Public involvement for the proposed Gateway Corridor environmental review process began with the EIS Scoping process, which informed the public, interest groups, affected tribes and governmental agencies about the project advisory bodies’ intent to prepare a Draft EIS. The Scoping process kicked off with two open houses and one open committee meeting in March and April 2014 (see **Table 10.4-1**). The scoping comment period extended from March 3 to April 16, 2014.

**TABLE 10.4-1: ENVIRONMENTAL IMPACT STATEMENT SCOPING PROCESS MEETINGS SUMMARY**

Location of Meeting	Date	Public Attendees <sup>a</sup>
Guardian Angels Church park-and-ride location, Oakdale	March 24, 2014	45
Conway Recreation Center, Saint Paul	March 25, 2014	32
PAC meeting open to public, Woodbury	April 10, 2014	26
<b>Total</b>		<b>103</b>

<sup>a</sup> Number of people who signed the meeting sign-in sheet.

The scoping process encouraged stakeholders to provide input on the Gateway Corridor purpose and need, the alternatives proposed for study, the project impacts or benefits that should be evaluated, or other areas of interest or concern. The GCC prepared and distributed a Scoping Booklet to inform the public about upcoming public meetings, explain the environmental review process and outline ways to get involved. It also prepared and made



available on the project website and YouTube a video explaining the scoping process for people who could not attend the open houses. In addition to the required meetings during the Draft EIS scoping period, project advisory bodies used the following techniques to engage the community:

- Distributing flyers at park-and-ride locations
- Pop-up events at Target Field, Union Depot and other locations
- Community meetings with over 20 organizations including the East Side Area Business Association, Engage East Side, the Alliance for Metropolitan Stability, River Valley Action, Globe University students, and others

Comments from forms distributed at meetings and in the Scoping Booklet, verbal statements, and letters, emails and submissions via the Project website comprised a total of 97 comments. Appendix E of the GCC's scoping decision document includes a detailed summary of the comments received during the Draft EIS scoping process.<sup>15</sup>

## 10.4.2. Public Participation During the Locally Preferred Alternative Selection Process (2014-2016)

The information collected during the Draft EIS scoping process, along with technical analysis on the potential alternatives, helped shape the Draft EIS content and identify a potential LPA. An LPA, which generally describes the mode of transit that a project would use and its route, or alignment, is the alternative that project advisory bodies prefer, expect to be competitive for CIG Program funding and believe would achieve support at the federal level.

After the advisory bodies selected the LPA for the Project, the Council's regional, long-range transportation plan adopted it. The Project selects specific design components such as station locations during subsequent Project Development and Engineering phases.

### 10.4.2.1. Initial Locally Preferred Alternative Public Hearing and Adoption (2014-2015)

Following actions on July 24, 2014, by the Gateway Corridor PAC and GCC to recommend an LPA, the project advisory bodies held a public hearing on Aug. 7, 2014 (see **Section 10.3** for additional information about the PAC and GCC). The project advisory bodies prepared (in English and Spanish) and posted on the project website an LPA background document before the hearing, where it was also available.

People could provide comments about the LPA at the public hearing or via email, mail or phone until Aug. 13, 2014. Comments included the following topics:

- Concern for potential impacts associated with routing BRT on local streets (loss of parking and travel lanes, impacts to property values, and noise)
- Inclusion of Saint Paul's East Side community and transit-dependent populations in project decision making
- Connecting bus routes
- Pedestrian and bicycle access to stations

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<sup>15</sup> Washington County Regional Railroad Authority, Ramsey County Regional Railroad Authority, Metropolitan Council. Gateway Corridor Scoping Decision Document. October 2014. Available at: <https://www.metrotransit.org/Data/Sites/1/media/about/improvements/gold-line/scoping-decision-document.pdf>. Accessed May 2018.



- Transit service at all times of day
- Affordable, low-income and mixed-income housing in the corridor
- Overall project costs and use of taxpayer dollars
- Economic development opportunities and access to jobs

In September 2014, based on technical, policy and community input, the GCC identified for the Gateway Corridor an LPA described as BRT generally on the Hudson Road/Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo and Manning avenues (Alternative ABC-D2-E2), with the specific location of the I-94 crossing to be determined. The Council adopted the LPA as part of its *2040 Transportation Policy Plan*<sup>16</sup> in January 2015.

To determine the route between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue that the LPA broadly identified, the project advisory bodies conducted additional analysis and coordination throughout the first half of 2015. They studied three routes and collected community, technical and policy input. The PAC made a draft recommendation for public comment on Aug. 13, 2015, that the LPA travel south to cross I-94 on Lake Elmo Avenue/Settlers Ridge Parkway into Woodbury, continue east on Hudson Road, and turn north on Manning Avenue to cross I-94, and terminating at the Manning Avenue Station, which was proposed at a future Metro Transit express bus park-and-ride in Lake Elmo.

The project advisory bodies held an open house and a public hearing to share information about this refined LPA and gather public input (see **Table 10.4-2**).

**TABLE 10.4-2: REFINED LOCALLY PREFERRED ALTERNATIVE PROCESS 2015 MEETINGS**

Location of Meeting	Type	Date	Public Attendees <sup>a</sup>
Lake Elmo Inn Event Center, Lake Elmo	Open house	Aug. 19, 2015	25
Woodbury City Hall, Woodbury	Public hearing	Sept. 10, 2015	35
<b>Total</b>			<b>60</b>

<sup>a</sup> Number of people who signed the meeting sign-in sheet

Project staff supplied comment forms to public hearing attendees and encouraged people to submit feedback via email, mail or phone through Sept. 24, 2015. The project received the following comments, which ranged from general support for the Gateway Corridor to a desire for the project to stop completely:

- Desire for the Gateway Corridor to connect them to other parts of the region
- Preference for the project to operate on current streets and in mixed traffic east of 3M campus
- Preference for design to include sufficient parking for users
- Concern that the project could result in the closing of their business
- Concern that the project was too expensive for its resulting benefits

<sup>16</sup> Metropolitan Council. 2040 Transportation Policy Plan. Version 1.0. January 14, 2015. Available at: [https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Complete.aspx](https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Complete.aspx). Accessed October 2018.



- Concerns about access from residents and business owners
- Favor for bicycle infrastructure to accompany the planned transit improvements
- Request for an additional station stop in Woodbury
- Request for fewer stations on the eastern end of the corridor to enable a faster ride to downtown Saint Paul
- Importance of retaining parking near businesses

Based on the input from the open house and public hearing, the PAC and GCC made their final recommendation to the Council on Oct. 15, 2015, to advance the refined LPA (see Figure 2.3-2 in the *Alternatives Technical Report* in **Appendix A**). Each city and county in which the refined portion of the alignment was located needed to submit resolutions of support to finalize this LPA selection. Lake Elmo did not pass a resolution of support for the refined LPA.

#### 10.4.2.2. Locally Preferred Alternative Refinement Process (2015-2016)

After the City of Lake Elmo's decision to not support the refined LPA, the newly established Eastern End Realignment Working Group reevaluated the alignment in the eastern end of the corridor. This group included representatives from Washington and Ramsey counties, the cities of Woodbury and Oakdale, MnDOT and Metro Transit. The working group had the following responsibilities:

- Draft potential new routes and explore the viability of existing routes from an engineering perspective
- Evaluate potential routes to determine which were viable based on project goals and objectives, and public input
- Develop a stakeholder engagement and communications plan

The working group met seven times between March and August 2016. The public engagement approach for the east end refinement process had two phases: The first related to which alternatives the Draft EIS would evaluate, and the second related to identifying the refined LPA.

The first phase of engagement solicited public input regarding potential station locations and routes that the working group would review before it developed new routes. Activities for this phase focused on soliciting feedback based the following questions:

- What types of activities (jobs, shopping, housing, recreation, education, medical services, etc.) do you want to get to or from by using transit?
- Based on your answer above, what specific locations in Oakdale and Woodbury do you think would be good for transit stations? List as many as you wish.
- Are there particular benefits or impacts about which you want decision-makers and technical staff to be aware?
- Do you have any other comments on the Gateway Corridor project?

The second phase of engagement solicited public input after the project advisory bodies had established the alternative, collecting input about the following project elements:

- All the routes, station locations and alternatives considered by the working group
- The alternatives the Draft EIS would study
- Identification of the LPA

**Table 10.4-3** summarizes the meetings at which project advisory bodies shared information about and gathered public input on the refined LPA.





**TABLE 10.4-3: 2016 LOCALLY PREFERRED ALTERNATIVE REFINEMENT PROCESS MEETINGS**

Location	Type	Date	Public Attendees <sup>a</sup>
Prom Center, Oakdale	Open house	Oct. 5, 2016	58
Woodbury City Hall, Woodbury	Public hearing	Nov. 10, 2016	45
<b>Total</b>			<b>103</b>

<sup>a</sup> Number of people who signed the meeting sign-in sheet.

After the public hearing, the cities of Maplewood, Oakdale and Woodbury adopted resolutions of support for the refined LPA in November 2016, and the RCRRA and the WCRRA adopted the LPA in December 2016. Section 2.3. in the *Alternatives Technical Report* in **Appendix A** includes more information about the LPA adoption process. The Gold Line Partners summarized the engagement that occurred for the eastern end realignment process in a November 2016 report.<sup>17</sup>

### 10.4.3. Public Engagement in the Project Development Phase (2018-2019)

In January 2018, the Project moved into the Project Development Phase, during which public engagement focused on building understanding of the Project and providing opportunities for community involvement on issues integral to advancing the Project’s design. The Council evaluated the different needs and concerns of multiple audiences, and it shared information via methods that were integral to resolving issues.

Specific outreach strategies at each stage of the Project targeted various types of stakeholders, and Project staff have adjusted their methods to effectively communicate with different groups. Project staff also consulted with members of the Project CBAC to harness their community-specific expertise to address needs, interests and concerns.

The respective working groups will review input collected during Project Development Phase engagement before finalizing details related to station locations, routes and the overall Project design.

The Project conducted the first phase of engagement in the summer and fall of 2018 with the following goals:

- Reengage the community corridorwide and collect general input on station location and BRT design
- Solicit input regarding three specific areas: station and route locations in the Mounds Boulevard and Maria Avenue area; BRT guideway design on Hudson Road between Etna Street and White Bear Avenue, and the location of the station near White Bear Avenue at Hazel Street or Van Dyke Street
- Gather input about routing in downtown Saint Paul

Maintaining an open dialogue and offering opportunities for input and discussion, especially related to the technical issues and concerns of the affected public, is a key component of Project implementation. **Table 10.4-4** summarizes the Project Development Phase meetings as of the time of publication of this EA.

<sup>17</sup> Gold Line Partners. “Gateway Corridor Eastern End Realignment Process: Summary of Public Involvement and Comments Received”. November 16, 2016. Available at: [http://thegatewaycorridor.com/wp-content/uploads/2016/11/2016-11-13-Eastern-End-Public-Comment-Summary\\_FINAL-1.pdf](http://thegatewaycorridor.com/wp-content/uploads/2016/11/2016-11-13-Eastern-End-Public-Comment-Summary_FINAL-1.pdf). Accessed May 2018.



**TABLE 10.4-4: PROJECT DEVELOPMENT PHASE MEETINGS**

Location	Type	Date	Public Attendees <sup>a</sup>
East Side Community Center, Saint Paul	Neighborhood meeting	July 10, 2018	15
Grace Lutheran Church, Saint Paul	Open house	July 17, 2018	57
Guardian Angels Church existing park-and-ride location, Oakdale	Open house	July 18, 2018	59
Culver’s on Old Hudson Road, Saint Paul	Neighborhood meeting	July 24, 2018	15
East Side Enterprise Center, Saint Paul	Neighborhood meeting	July 31, 2018	16
Alliance Bank Building Skyway, Saint Paul	Open house	Oct. 9, 2018	50
Union Depot, Saint Paul	Open house	Oct. 9, 2018	15
Various locations along the corridor	Pop-up events	May 5, 2018 – present	N/A <sup>b</sup>
<b>Total</b>			<b>162<sup>c</sup></b>

<sup>a</sup> Number of people who signed the meeting sign-in sheet.

<sup>b</sup> **Attachment A-10-1** includes a list of pop-up events but does not quantify the actual number of attendees. Conversations Project staff had with individuals ranged from a few to more than 200, depending on the event.

<sup>c</sup> Does not include attendees at pop-up events.

The second phase of engagement, completed in 2018, included similar methods and approaches to engage the public as the first phase. The second phase shared information about the route, station locations and design advancement. Public outreach and engagement activities continued in 2019 through publication of this EA. See **Attachment A-10-1** for a list of outreach events the Project participated in during the Project Development phase.

FTA and the Council also invite the public to comment on this EA. The Council will conduct public meetings during the EA public comment period, as outlined in the Abstract of this EA, and will document and respond to substantive comments received on the EA in the decision documents that FTA and the Council provide after the comment period concludes. Comments that raise specific issues regarding the Project or study process, suggest new alternatives, or raise concern over new impacts not addressed in the EA are considered substantive comments.

### 10.4.3.1. Open Houses

The Council held four corridorwide open houses in 2018 (see **Figure 10.4-1**). The events provided the following opportunities for attendees:

- Learn more about the Project, its status and next steps
- Help station locations and the BRT design to reflect the characteristics of their neighborhoods
- Speak with Project staff and ask questions
- Find out how to stay engaged in and informed about the Project



**FIGURE 10.4-1: OPEN HOUSE ON JULY 17, 2018**



Flyers, press releases, Twitter posts, boosted Facebook posts, newsletter items and the Project website notified the public about the open houses, whose format allowed people to “drop in” to view materials and have discussions with Project staff. The open houses included the following informational materials:

- Handouts to educate residents on the status of the Project
- Display boards that summarized the handout information (at the July open houses only)
- Roll plots for residents to see the Project alignment overlaid onto an aerial map (at the July open houses only)
- Station visualizations to help residents envision what the stations Mounds Boulevard, Maria Avenue, Hazel Street and Van Dyke Street stations could look like (at the July open houses only)
- Cross-sections to identify widths of the Project at eight locations along the route (at the July open houses only)
- Display boards showing Alignments A1 and A2 in downtown Saint Paul (at the October open houses only)

Many in attendance of the July open house events shared valuable feedback, offering suggestions and design recommendations that Project staff will consider as the design and environmental review processes move forward. Some comments at the open houses included overall support for the new BRT line, a desire to extend the route further to the east, station location preferences, new bicycle and pedestrian connections to stations, and concerns about impacts to private property. Project staff also collected comments about the three station locations, routing and design options in Saint Paul at Mounds Boulevard and Maria Avenue, Hudson Road, and White Bear Avenue.



Two open houses on Oct. 9, 2018, provided information about the two alignments in downtown Saint Paul. Attendees could view the proposed downtown routing alternatives and learn more about the Project. At the two events, staff conversed with a combined total of 65 individuals, with 21 expressing a preference for Alignment A1 and six for Alignment A2.

### **10.4.3.2. Neighborhood Meetings**

In conjunction with the July open houses, the Council conducted the following neighborhood meetings in three areas where additional input from stakeholders would be valuable in advancing the Project design:

- Mounds Boulevard and Maria Avenue residents, focusing on a station location at Mounds Boulevard or Maria Avenue
- Hudson Road residents, focusing on BRT in a dedicated guideway or in mixed traffic
- White Bear Avenue/Ruth Street residents, focusing on a station location at Hazel Street or Van Dyke Street

Invitations for the neighborhood meetings included direct mailings to potentially affected properties, flyers handed out during door-knocking events and a notice on the Project website. All relevant project information was shared at the neighborhood meetings. Comment surveys were available both online and in print at the meetings.

Mounds Boulevard and Maria Avenue residents gathered at the East Side Enterprise Center in Saint Paul to provide input about the route and station location in this area. Attendees considered options for routing along Maria Avenue in mixed traffic with a station at Conway Street, or routing along Mounds Boulevard in bus-only lanes with a station at 3rd Street. The feedback collected at this meeting provided insight into stakeholder preferences for the route and station along Mounds Boulevard. Discussed topics included concerns about neighborhood disruption, child and pedestrian safety, BRT operations and traffic congestion. Based in part on input received during this meeting, this EA analyzes the route along Mounds Boulevard.

Community members came to the East Side Community Center at Harding High School in Saint Paul to provide input about how the Project should travel through their neighborhood on Hudson Road between Etna Street and White Bear Avenue. The feedback the Council collected provided insight into stakeholder preferences for the BRT traveling in bus-only lanes or in mixed traffic along this stretch of the proposed route. At the meeting, most people expressed a preference for the BRT in mixed traffic in this area due to concerns related to noise during construction and safety around the bus lanes. Several attendees preferred bus-only lane travel because it would restrict street parking and relocate an existing pedestrian bridge over I-94. Other comments focused on when the buses would start operating, increased on-street parking around the BRT station and decreased property values.

White Bear Avenue/Ruth Street community members attended the meeting at Culver's Restaurant on Old Hudson Road in Saint Paul to provide input about where the Project should locate a station in the area. Comments from the meeting will help the Council decide whether the Project will have a station between White Bear Avenue and Ruth Street at Hazel Street or at Van Dyke Street. Most comments focused on safety, pedestrian connections to the station options, future development in the area, and interest in further connectivity throughout the east metro suburbs. Based on feedback from this meeting and input from the City of Saint Paul, this EA evaluates both station locations to identify impacts and solicit agency and public input to identify the station location that will advance to the next phase of the Project.

### **10.4.3.3. Door-Knocking and Flyer Distribution**

A door-knocking event in the neighborhoods around the Mounds Boulevard/Maria Avenue and Van Dyke Street/Hazel Street station areas reminded residents about upcoming neighborhood meetings and gathered input on preferences from those unable to attend the events. Staff talked with about 160 residents through this effort.



Of the 59 individuals in the Mounds Boulevard/Maria Avenue neighborhood who expressed a preference for either station location, 35 residents preferred the route and station along Mounds Boulevard, and 23 preferred the Maria Avenue location. Comments supporting the Mounds Boulevard option indicated it would produce fewer impacts to the neighborhood, cause less congestion, and it would be safer for Maria Avenue pedestrians. Additional comments supporting the Mounds Boulevard option cited the following reasons:

- Maria Avenue is a narrow street that already has transit access
- Needed development and pedestrian-safety enhancements on Mounds Boulevard
- Mounds Boulevard option would offer better commuter access, better lighting and better overall access

Those who preferred the Maria Avenue option commented that it would be better for pedestrians; Mounds Boulevard is too busy and unsafe; and building bus-only lanes on Mounds Boulevard would be costly and include too much construction.<sup>18</sup>

Of the 31 individuals in the White Bear Avenue neighborhood who responded, 24 preferred the Hazel Street Station, and seven preferred the station at Van Dyke Street. Comments supporting a station at Hazel Street indicated it would be more safe, closer to high-density housing and apartments, more spacious and more pedestrian-friendly. Comments supporting a station on Van Dyke Street noted that Ruth Street already has transit access, and because many children live closer to Hazel Street, a station there would be less safe. Comments supporting both options generally reflected the individual's proximity to station location that they preferred.

At the time, a station at Van Dyke Street was included in the City of Saint Paul's Gold Line Station Area Plan as the location for the White Bear Avenue Station. In October 2018, the city presented the community feedback to the Land Use Committee of the Saint Paul District 1 Community Council and requested a formal recommendation. The District 1 Community Council recommended Hazel Street as the White Bear Avenue station location. The city then held a public hearing and comment period for the proposed amendment to change the station location from Van Dyke Street to Hazel Street. No public comments or objections were made towards the amendment, therefore the City of Saint Paul adopted the amendment in February 2019. In order to fully evaluate the impacts of a potential station at both locations, this EA analyzes both the Hazel Street and Van Dyke Street station options. The Council will identify the location of this station as part of the environmental decision document.

#### 10.4.3.4. Pop-Up Events

"Pop-ups" are events to distribute information in places where Project staff expect community members and other stakeholders would be gathering. Examples Project-related pop-ups include information table setups at a coffee shop and grocery store along the corridor; staffing booths at city, county and state fairs; and attending neighborhood celebrations. **Attachment A-10-1** includes a list of all Project pop-up events.

Project staff attended community events and had pop-ups at many community spaces, local businesses and neighborhood gatherings throughout the corridor during the summer of 2018. Depending on the event, the number of individuals Project staff conversed with ranged from a few to more than 200. Many comments supporting the Project noted that it would provide much-needed access to the eastern suburbs from Saint Paul; that the Twin Cities Metropolitan Area needs more transit throughout; and that more transit options throughout Woodbury and further east would be beneficial. Comments also supported accessible pedestrian connections throughout the corridor, including east-west and north-south connections to the stations. Additional comments

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<sup>18</sup> Due to Council conducted public outreach activities in this area, the Project design advanced to include a proposed station at Mounds Boulevard instead of Maria Avenue. This change was due in part to feedback the Council received during 2018 public outreach activities.



included appreciation for the work to minimize impacts to private property, and concerns about cost, disruption during construction and impacts to parking.

These events also gathered feedback regarding the routing alignments in downtown Saint Paul. During September and October 2018, the Council focused an outreach effort on collecting feedback about two downtown Saint Paul routing alternatives the Project's environmental review process includes. The Council held pop-up events in community spaces and transit centers throughout the Project corridor. Project staff conversed with more than 175 individuals who provided input regarding the downtown routing alternatives and the overall Project. Comment themes were consistent throughout the corridor, with most individuals stating a preference for the alternative that travels through downtown. Individuals expressed the following feedback about this alternative:

- Interest in a one-seat ride through downtown without having to transfer or walk far, especially in the winter and during cold weather
- Better access to more destinations for employment, education and recreation such as the Xcel Energy Center, RiverCentre, museums and theaters
- Being closer to the METRO Green Line
- Better access for those with mobility issues
- Concerns about safety at Union Depot with increased pedestrian traffic if all passengers embarked/disembarked in one place

Comments in support of the alternative that begins and ends at Union Depot noted that it is more cost-effective, would prevent congestion on local streets in downtown (which is already too congested), and that Union Depot provides enough connections to other transit options and skyway access.

Metro Transit held a pop-up event in the East Metro Garage facility on July 31, 2018, to communicate early with bus operators (see **Figure 10.4-2**). The event included roll plots, Project fact sheets and display boards that informed the operators about proposed route details and station locations. Attendees could provide feedback via comment sheets and surveys. Several drivers gave feedback that expressed preferred routes and design considerations, given their driving experience.

**FIGURE 10.4-2: INFORMATIONAL POP-UP EVENT FOR METRO TRANSIT BUS OPERATORS**



## **10.5. Concurrent and Other Outreach Efforts (2013-Present)**

Community and business outreach provided valuable information during to Project planning and the Project Development Phase. The Project conducted community outreach events and initiated meetings with affected



groups to share specific, technical information, such as to prepare property owners for upcoming decisions regarding access and right-of-way.

Project staff also attended various events hosted by other organizations, which the sections below describe. **Attachment A-10-1** includes a full list of all community outreach efforts held during the Project Development Phase.

### 10.5.1. Saint Paul Station Area Planning (2014-2015)

The City of Saint Paul conducted a station area planning process that was concurrent with the Draft EIS process. The station area planning process included formation of the Gold Line Station Area Planning Task Force in April 2014 that consisted of 10 members appointed by the Saint Paul Planning Commission, including nearby business owners, residents, and two Saint Paul Planning Commissioners.

The Gold Line Station Area Planning Task Force met on an approximately monthly basis between May 2014 and June 2015 and focused on five potential Saint Paul station locations, including Mounds Boulevard, Earl Street, Etna Street, White Bear Avenue and the Sun Ray Shopping Center. Throughout the process, the task force advised the Saint Paul Planning Commission on station area land use, access and the placement of station platforms. The task force ultimately recommended station area plans for approval by the Planning Commission and City Council. In addition to contributing advice about the aforementioned elements and the Saint Paul station area plans, the task force provided the Gateway Corridor project team feedback on guideway and station infrastructure. This feedback helped inform project planning decisions in Saint Paul.

The Gold Line Station Area Planning webpage on the City of Saint Paul's website hosted agendas for all task force meetings.<sup>19</sup> This webpage also included information about the station area planning process, contact information, the draft station area plans (August 2015), and the final Gold Line Station Area Plans document,<sup>20</sup> which summarizes the outreach conducted as part of Saint Paul's station area planning process.

### 10.5.2. Gateway Health Impact Assessment (2016)

Gateway Corridor Commission completed a Health Impact Assessment (HIA)<sup>21</sup> in May 2016. This effort focused on the land use surrounding each of the proposed Gateway Corridor stations and used input from its own community engagement to decide on four health indicators that are important to the study area. These indicators are safety, housing, connectivity, and job growth. The HIA engaged members of the CAC, TAC, PAC, Living Healthy in Washington County, Ramsey County Health Services Advisory Committee, and the African American Leadership Forum Health and Wellness Workgroup to decide on these indicators. The HIA project team conducted in-depth research on each health indicator and reviewed each of the corridor cities' land use and zoning codes to arrive on recommendations to improve health outcomes in the corridor. The HIA helped to inform station area planning efforts, local land use controls, and comprehensive plan updates.

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<sup>19</sup> Saint Paul, Minnesota. Gold Line Station Area Plans. Available at: <https://www.stpaul.gov/departments/planning-economic-development/planning/gold-line-station-area-planning>. Accessed March 2019.

<sup>20</sup> Saint Paul City Council. Gold Line Station Area Plans, Final. Adopted October 7, 2015, Available at: [https://www.stpaul.gov/sites/default/files/Media\\_Root/Planning\\_%26\\_Economic\\_Development/Adopted\\_Gold\\_Line\\_Station\\_Area\\_Plans\\_email.pdf](https://www.stpaul.gov/sites/default/files/Media_Root/Planning_%26_Economic_Development/Adopted_Gold_Line_Station_Area_Plans_email.pdf). Accessed May 2018.

<sup>21</sup> Gold Line Partners. Gateway Gold Line Bus Rapid Transit: A Closer Look at Health and Land Use Technical Report. May 2016. Available at [http://thegatewaycorridor.com/wp-content/uploads/2015/09/2016-06-01-Technical-Report\\_FINAL.pdf](http://thegatewaycorridor.com/wp-content/uploads/2015/09/2016-06-01-Technical-Report_FINAL.pdf). Accessed May 2018.



While the HIA process did not provide commentary on the Gateway Corridor project alignment and station locations, it helped to share information about the project and increase awareness throughout the corridor communities and the Twin Cities Metropolitan Area.

### **10.5.3. Metro Gold Line Bus Rapid Transit-Oriented Development Planning (2017-2018)**

The GCC initiated a planning study in May 2017 for BRT-based TOD. This effort defines communities' visions for station areas; provides transportation options for accessing BRT stations; enables communities to maximize economic development efforts around BRT stations; and identifies infrastructure investments and policy changes to support each city's desired outcomes.

### **10.5.4. Rush Line Bus Rapid Transit Project (2017-Present)**

The Rush Line Corridor BRT Project also made available the Project outreach materials. The Rush Line Corridor is an 80-mile travel corridor between Saint Paul and Hinckley. A policy committee selected in 2017 a 13-mile BRT route between the downtowns of Saint Paul and White Bear Lake as the LPA. The BRT would operate within a dedicated guideway from Union Depot in downtown Saint Paul to downtown White Bear Lake, running generally along Robert Street, Phalen Boulevard, RCRRA right-of-way, and Trunk Highway (TH) 61. The guideway would be co-located with the Bruce Vento Trail through the portion of the route that uses RCRRA right-of-way.

### **10.5.5. Access and Right-of-Way Engagement and Meetings (2013-Present)**

Project staff engaged with property owners, homeowner associations, business owners and others interested in right-of-way and access impacts in the corridor communities throughout the Project planning and environmental review processes.

### **10.5.6. Oakdale Neighborhood and Topic Meetings (2015-2016)**

Residents in Oakdale had expressed concerns about potential impacts of the Gateway Corridor project during the planning process; in response, project staff held 10 neighborhood-level meetings in December 2015 and January 2016. In total, about 100 people attended these meetings. Three main areas of concern emerged from these meetings: environmental impacts, ridership and the specifics of the route through Oakdale.

To provide more details on these areas of concern, project staff held an environmental topic meeting on Feb. 24, 2016, and a ridership topic meeting on March 9, 2016. The combined attendance for both topic-specific meetings was about 30 people. Project staff recorded each presentation and made them available on the project website.

### **10.5.7. Non-Project-Sponsored Community Meetings (2013-Present)**

Project staff were invited to participate and sought participation in community meetings, events, and City Council meetings and workshops throughout the Project area. These meetings included but were not limited to the following stakeholders:

- All Parks Alliance for Change
- Metropolitan State University
- Regional Council of Mayors





- Saint Paul residents on National Night Out at the Conway Recreation Center and throughout Woodbury neighborhoods
- Saint Paul District 1 and District 4 Community Council
- Stillwater Lions Club
- Sustainable Land Use Coalition
- Woodbury Rotary Club
- Washington County Fair
- Woodbury Days
- Various other members of the public at transit-related events and farmers markets

These meetings and events increased the visibility of the Project, educated attendees about the Project, facilitated participation in the environmental process, and helped the project team learn more about the corridor communities and potential impacts. Project staff attended city council meetings and workshops before all major milestones and as requested by these elected officials.

## 10.6. Agency Coordination

The Federal Register, published on Feb. 12, 2014, provided the Notice of Intent to prepare an EIS for the proposed Gateway Corridor project.<sup>22</sup> Project advisory bodies then reevaluated the eastern end alignment given Lake Elmo's decision to not support the LPA, and they adopted in 2016 a new LPA recommendation: a new alignment that would terminate at the Woodbury Theatre Park-and-Ride. They also reduced the project's potential transit technologies from LRT, BRT and managed lanes to just BRT. Based on these changes, the FTA, WCRRA and RCRRA, in consultation with MnDOT and the Council, determined that an EA would be the appropriate NEPA class of action for the Gateway Corridor, consistent with other projects of its scope and scale. The FTA held a 10-day public comment period so people could comment on the class of action change, and they received three comments.

This section focuses specifically on the role of local, regional, state and federal agencies in the early stages of the environmental review process outside of the formal Draft EIS scoping period. The change in the Project's NEPA class of action did not change the responsibilities of these agencies.

### 10.6.1. Cooperating and Participating Agencies

Project advisory bodies invited by letter in February 2014 the applicable federal, state, regional and local agencies to become involved in the environmental review process as cooperating or participating agencies. FTA invited the federal agencies, and WCRRA invited state, regional and local agencies. During this time, the Project was anticipating the need for an EIS due to multiple transit modes and a longer project length for analysis, construction and operation. In 2017, after the LPA was adopted, FTA rescinded the notice for development of an

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<sup>22</sup> "Intent To Prepare an Environmental Impact Statement for the Gateway Corridor Project From Saint Paul to Woodbury in Ramsey to Washington Counties, MN," Vol. 79, Federal Register No. 29, February 12, 2014, pp. 8530-8532. Available at: <https://www.gpo.gov/fdsys/pkg/FR-2014-02-12/pdf/2014-03050.pdf>. Accessed May 2018.



EIS and an EA was determined to be the appropriate NEPA class of action.<sup>23</sup> The cooperating and participating agencies have retained their status under this EA. **Table 10.6-1** lists the cooperating or participating agencies for the environmental review process.

**TABLE 10.6-1: ENVIRONMENTAL REVIEW PROCESS COOPERATING AND PARTICIPATING AGENCIES**

Agency	Type of Participation
<b>Federal Agencies</b>	
USDOT, Federal Highway Administration (FHWA)	Cooperating
U.S. Army Corps of Engineers (USACE)	Cooperating
U.S. Environmental Protection Agency	Participating
<b>State Agencies</b>	
MnDOT	Cooperating
Minnesota Department of Natural Resources (DNR)	Participating
<b>Regional and Local Agencies</b>	
Capitol Region Watershed District (CRWD)	Participating
Ramsey-Washington Metro Watershed District (RWMWD)	Participating
City of Saint Paul	Participating
City of Maplewood	Participating
City of Oakdale	Participating
City of Landfall	Participating
City of Woodbury	Participating

<sup>a</sup> The Project removed the cities of Lake Elmo and Afton, and the South Washington Watershed District as participating agencies after adoption of the refined LPA.

Participating agencies are agencies with a general interest in the project. Cooperating agencies have a more specific role and participate in the permitting and/or jurisdictional determination process for impacts related to the Project. They work cooperatively with the lead agencies to resolve issues that could result in denial of required regulatory approvals. Cooperating agencies also could preliminary review the EA.

<sup>23</sup> "Notice to Rescind Notice of Intent To Prepare an Environmental Impact Statement for the Gateway Corridor Project From Saint Paul to Woodbury in Ramsey and Washington Counties, Minnesota," Vol. 82, Federal Register No. 49, pp. 13923-13924. March 15, 2017. Available at: [https://www.metrotransit.org/Data/Sites/1/media/about/improvements/gold-line/noj\\_rescindeis\\_qbrt\\_federalregister\\_20170315.pdf](https://www.metrotransit.org/Data/Sites/1/media/about/improvements/gold-line/noj_rescindeis_qbrt_federalregister_20170315.pdf). Accessed March 2019.



Cooperating and participating agencies began active participation early in the environmental process. Both types of agencies had the following responsibilities:

- Identify the Project’s potential environmental and socioeconomic impacts and potential mitigation measures
- Provide input about the Project purpose and need, how the document would evaluate impacts to resources and alternatives, and the AA study’s level of detail
- Provide written comments on other Project deliverables

## 10.6.2. Permits and Approvals

Table 10.6-2 presents a preliminary list of the permits and approvals that the Council anticipates will be required for Project construction.

**TABLE 10.6-2: REQUIRED PROJECT CONSTRUCTION PERMITS AND APPROVALS**

Permit/Decision	Jurisdiction
<b>Federal Approvals</b>	
Environmental Decision Document	FTA, FHWA
Section 4(f) Determination	FTA, Department of Interior as applicable
Section 106 Programmatic Agreement (PA)	FTA, Advisory Council on Historic Preservation
ROW Use Agreement	FHWA
Section 404 Wetland Permit	USACE
Endangered Species Act, Section 7 Determination	U.S. Fish and Wildlife Service
<b>Minnesota State Approvals</b>	
Public Waters Work Permit	DNR
Water Appropriation Permit	DNR
Joint Application Form for Activities Affecting Water Resources in Minnesota	Board of Water and Soil Resources
Section 106 PA	Minnesota State Historic Preservation Office (MnSHPO)
Right-of-Way Permit	MnDOT
Application for Drainage Permit	MnDOT
Application for Utility Accommodation on Trunk Highway Right-of-Way	MnDOT
Application for Miscellaneous Work on Trunk Highway Right-of-Way	MnDOT
National Pollutant Discharge Elimination System Permit	Minnesota Pollution Control Agency
Section 401 Water Quality Certification	Minnesota Pollution Control Agency
Noxious Weed Management Plan	Minnesota Department of Agriculture



Permit/Decision	Jurisdiction
<b>Local Approvals</b>	
Environmental Decision Document under state environmental process	Council
Road Crossing/Right-of-Way Permits	Washington County, Ramsey County, Saint Paul, Maplewood, Landfall, Oakdale and Woodbury
Building Permits	Saint Paul, Maplewood, Landfall, Oakdale and Woodbury
Erosion/Sediment Control/ Grading Permits	Saint Paul, Maplewood, Oakdale, Woodbury, CRWD, South Washington Watershed District and RWMWD
Certificate of Appropriateness	Saint Paul Heritage Preservation Commission
Wetland Conservation Act Permit	Saint Paul, Maplewood, Washington Conservation District, Woodbury, CRWD and RWMWD

## 10.7. Section 106 Consultation

### 10.7.1. Section 106 Process

Section 306108 (hereinafter referred to as Section 106) of the National Historic Preservation Act of 1966, as amended<sup>24</sup> requires federal agencies to avoid and minimize adverse effects of their undertakings on historic properties. The Section 106 process includes the following activities:

- Identifying and evaluating historic properties
- Assessing the effects of a proposed project on historic properties
- Consulting on methods for avoidance, minimization or mitigation of adverse effects

The goal of the Section 106 process is to avoid and minimize adverse effects to historic properties. Where avoidance cannot be accomplished measures to minimize and/or mitigate adverse effects are undertaken. An adverse effect is defined as an action that may alter, directly or indirectly, any of the characteristics that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

The FTA, in consultation with the MnSHPO and other Section 106 consulting parties, develops methods to avoid, minimize or mitigate impacts to historic properties, which include any prehistoric or historic district, site, building, structure or object included in or eligible for inclusion in the National Register of Historic Places (NRHP). The Advisory Council on Historic Preservation may also participate. The MnDOT Cultural Resources Unit (CRU) carries out many aspects of the Section 106 process on behalf of the FTA.

<sup>24</sup> "Effects", Title 36, CFR, Sec. 800.16(i). 2004. Available at: [https://www.ecfr.gov/cgi-bin/text-idx?SID=4908d84d9d15501f57c7d9bbb46147f1&mc=true&node=se36.3.800\\_116&rqn=div8](https://www.ecfr.gov/cgi-bin/text-idx?SID=4908d84d9d15501f57c7d9bbb46147f1&mc=true&node=se36.3.800_116&rqn=div8). Accessed March 2019.



The Section 106 process tasks conducted thus far for the Project have focused on identifying historic properties (buildings, structures, sites, districts, and objects) that are listed in or are eligible for inclusion in the NRHP within the Project's Area of Potential Effect (APE) and identifying locations where the Project would have a potential adverse effect on those properties. FTA initiated consultation with MnSHPO in November 2013. Since that time consultation with the MnSHPO and other Section 106 consulting parties has occurred to define an APE for the project, identify historic properties in the APE, and consider potential effects to those properties. There have been a series of letters and responses submitted since that time, including transmittal of draft reports and recommendations for review and concurrence. **Appendix C** provides further details consultation with MnSHPO and the surveys completed to date to identify historic properties.

If adverse effects to a historic property cannot be avoided in the design process, minimization and mitigation would be considered. Measures for avoidance, reduction, and mitigation will be addressed through the development of a Section 106 PA. The PA was established because the effects of the undertaking are not fully known at this stage of design for the Project. The PA establishes and describes how the remaining Section 106 activities will be conducted, including making findings and determinations of National Register eligibility and Project effects. If there are any adverse effects, FTA, with assistance from MnDOT CRU, will consult with MnSHPO, other consulting parties, and the public to resolve the adverse effects. Resolution of adverse effects will be completed in compliance under the terms of the PA. **Appendix C** includes the Section 106 draft PA.

Regulations entitle local governments to participate in the Section 106 process as consulting parties, along with MnSHPO, Indian tribes and other interested organizations and individuals. Consulting parties share their views, receive and review pertinent information, offer ideas, and offer possible solutions with FTA and other parties for resolving adverse effects. In May 2015, MnDOT CRU sent letters on behalf of the FTA extending invitations to each city, county and heritage preservation commission in the corridor to participate in the Section 106 review process as a consulting party. The cities of Saint Paul, Maplewood, Landfall, Oakdale and Woodbury, Ramsey and Washington counties, the Saint Paul and Maplewood Historic Preservation Commissions are consulting parties for the Project. **Appendix C** includes consulting party documentation.

### 10.7.2. Tribal Consultation

In May 2018, the FTA sent consultation letters to Federally recognize Indian tribes and Tribal Historic Preservation Officers that may have an interest in areas of proposed construction for the Project. The letters requested that tribes identify any historic, cultural, archaeological or other concerns they have relative to the Project. The Upper Sioux Community and Northern Cheyenne Tribe responded. Representatives from the Upper Sioux Community participated in the invitation to consult in May 2018.

The FTA sent letters to the following tribes:

- Bois Forte Band of Chippewa Indians
- Fond du Lac Band of Lake Superior Chippewa
- Grand Portage Band of Lake Superior Chippewa
- Leech Lake Band of Ojibwe
- Mille Lacs Band of Ojibwe
- White Earth Band of Minnesota Chippewa
- Prairie Island Indian Community
- Red Lake Band of Chippewa Indians



- Lower Sioux Indian Community
- Shakopee Mdewakanton Sioux Community of Minnesota
- Upper Sioux Community
- Turtle Mountain Band of Chippewa Indians
- Santee Sioux Nation
- Fort Peck Assiniboine and Sioux Tribes
- Northern Cheyenne Tribe
- Sisseton-Wahpeton Oyate

**Appendix C** includes copies of the invitation to consult letters. The FTA will continue to explore additional consultation opportunities with tribal representatives as the Project continues.



*Gold Line*

BUS RAPID TRANSIT PROJECT ENVIRONMENTAL ASSESSMENT

**Appendix A: Environmental Assessment Technical Reports**

**Attachment A-10-1:**

**Project Development Phase Outreach Events**

September 2019



## INTRODUCTION

In January 2018, the METRO Gold Line Bus Rapid Transit Project (Project) entered the Project Development Phase, during which public engagement focused on building understanding of the Project and providing opportunities for community involvement on issues integral to advancing the Project's design. Project working groups will review input collected through engagement during this phase before they develop final details for station locations, routes and the overall Project design.

The conversations Project staff had with attendees during engagement efforts in this phase ranged from a few to more than 200, depending on the event. More than 300 other events were held before the start of the Project Development Phase, when the Project was called the Gateway Corridor, including community, agency and advisory meetings.

**Table 1** lists the outreach events for the during the Project Development Phase. Many of the events that were open to the public did not require participants to sign in; therefore, the table does not quantify the actual number of attendees.





TABLE 1: OUTREACH EVENTS TRACKER

Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
3/8/2018	9:30 a.m. to 11:30 p.m.	Project corridor	Corridor tour	General Project info	Local media reporters ( <i>Star Tribune</i> , <i>Lillie Suburban</i> newspapers)
5/5/2018	10 a.m. to 5 p.m.	Union Depot 214 4th St E Saint Paul, MN 55101	Train Day community event	General Project info	Public
5/5/2018	9 a.m. to 6 p.m.	West side, Saint Paul	Cinco de Mayo general community meeting	General Project info	Public
5/29/2018	6-7:30 p.m.	Sun Ray Culver's 2065 Old Hudson Rd Saint Paul, MN 55119	CBAC meeting	Advisory committee	Residents, business community members, public
5/31/2018	10-11 a.m.	East Street business meeting St. Paul Saloon 1045 Hudson Rd Saint Paul, MN 55106	Stakeholder meeting	Earl Street business engagement	Earl Street businesses
6/7/2018	2:30-4 p.m.	Metropolitan Council 390 Robert St N Saint Paul, MN 55101-1805	Advisory committee	CMC	CMC
6/21/2018- 6/22/2018	Various	Metropolitan Council 390 Robert St N Saint Paul, MN 55101-1805	TOD workshop	Development of East Metro	Project corridor elected, city and county officials, Project staff and partners
6/25/2018	6:30-8 p.m.	Battle Creek Recreation Center 75 Winthrop St S Saint Paul, MN 55119	District 1 Community Council stakeholder meeting	Stakeholder meeting	District 1 councilmembers
6/28/2018	6-7 p.m.	Eastside Community Center Harding Senior High School 1540 6th St E Saint Paul, MN 55106	CBAC meeting	Advisory committee	Residential and Business Community Members, Public



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
7/9/2018	9:30-10:30 a.m.	Landfall City Hall 1 4th Ave Landfall, MN 55128	Landfall priority stakeholder meeting	Harley-Davidson and Indian Motorcycle	Washington County, Business Community Members, City of Landfall
7/10/2018	5-7 p.m.	Eastside Community Center Harding Senior High School 1540 6th St E Saint Paul, MN 55106	Neighborhood meeting	Hudson Road mixed traffic versus bus-only lanes	Residents along Hudson Road
7/11/2018		Landfall Community Center 2 4th Ave Landfall, MN 55128	Pop-up outreach	General Project and route info	Landfall residents
7/12/2018	7 a.m.	Woodbury Theatre Park-and-Ride 1470 Queens Dr Woodbury, MN 55125	Pop-up outreach	General Project and route info	Public
7/12/2018	5-7 p.m.	Oakdale and Woodbury	Flyer distribution to businesses and community centers	General project and route info	Public
7/13/2018	5-7 p.m.	East side, Saint Paul	Flyer distribution to businesses and community centers	General Project and route info	Businesses and organizations in the east Saint Paul corridor
7/16/2018	10-11:30 a.m.	Gold Line Project Office 121 7th Place E, Ste 102 St. Paul 55101	Stakeholder meeting	3M priority stakeholder meeting	3M, Washington County, City of Maplewood
7/16/2018	4:30-7 p.m.	Neighborhood near White Bear Avenue	Door-knocking	White Bear Avenue Station	Residents near White Bear Avenue
7/17/2018	5-7 p.m.	Grace Lutheran Church 1730 Old Hudson Rd Saint Paul, MN 55106	Open house	General Project info	Residents along the Corridor
7/18/2018	5-7 p.m.	Guardian Angels Catholic Church 8260 4th St N Oakdale, MN 55128	Open house	General Project info	Residents along the Corridor
7/21/2018	11:30 a.m.- 2:30 p.m.	Battle Creek Recreation Center 75 Winthrop St S Saint Paul, MN 55119	Pop-up outreach	Table at Office of Councilmember Jane L. Prince Community Peace Celebration	Public



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
7/24/2018	5-7 p.m.	Culver's on Old Hudson Road 2065 Old Hudson Rd Saint Paul, MN 55119	Neighborhood meeting	White Bear Avenue Station location	Residents between White Bear Avenue and Ruth Street
7/26/2018	5-7 p.m.	Neighborhood near Mounds Boulevard and Maria Avenue	Door-knocking	Mounds Boulevard or Maria Avenue station options	Residents near Mounds Boulevard, East McClean Avenue, North Maple Street, Mound Street and 6th Street East
7/26/2018	6-7:30 p.m.	Eastside Community Center @ Harding Senior High School 1540 6th St E Saint Paul, MN 55106	Advisory committee	CBAC meeting	Residents, business community members, public
7/31/2018	9 a.m.-2:30 p.m.	East Metro Garage 820 L'Orient St Saint Paul, MN 55117	Metro Transit operators' event	General Project and route info	Metro Transit operators
7/31/2018	5-7 p.m.	East Side Enterprise Center 804 Margaret St Saint Paul, MN 55106	Neighborhood meeting	Mounds Boulevard or Maria Avenue station options	Residents near Mounds Boulevard, East McClean Avenue, North Maple Street, Mound Street and 6th Street East
8/1/2018-8/5/2018	Fair Hours	Washington County Fair 12300 40th St N Stillwater, MN 55082	Pop-up outreach	General Project and route info	Public
8/2/2018	2:30-4 p.m.	Metropolitan Council 390 Robert St N Saint Paul, MN 55101-1805	Advisory committee	CMC meeting	CMC
8/6/2018	6:30-8 p.m.	Battle Creek Recreation Center – 75 Winthrop St S Saint Paul, MN 55119	Gold Line District 1 Community Council stakeholder meeting	Land use	District 1 Councilmembers
8/7/2018	6-8 p.m.	Various block parties in Woodbury (4 neighborhoods)	National Night Out pop-up outreach	General Project info	Public



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
8/7/2018	6-8 p.m.	Conway Recreational Center 2090 Conway St Saint Paul, MN 55119	National Night Out pop-up outreach	General Project info	Public
8/9/2018	5-7 p.m.	Conway Recreation Center 2090 Conway St Saint Paul, MN 55119	St. Paul Safe Summer Nights pop-up outreach	General Project info	Public
8/16/2018	11 a.m.-1 p.m.	Lund's and Byerly's 101 10th St E Saint Paul, MN 55101	Pop-up outreach	General Project info	Public
8/16/2018	2-6 p.m.	Midwest Special Services 900 Ocean St Saint Paul, MN 55106	Block party pop-up outreach	General Project info	Public
8/17/2018	11 a.m.-1 p.m.	Swede Hollow Café 725 E 7th St Saint Paul MN, 55106	Pop-up outreach	General Project info	Public
8/23/2018	6-7:30 p.m.	Eastside Community Center @ Harding Senior High School 1540 6th St E Saint Paul, MN 55106	Advisory committee	CBAC meeting	Residents, business community members, public
8/24/2018- 9/03/2018	Various	Minnesota State Fair Falcon Heights	Pop-up outreach	General Metro Transit and Project info	Public
8/24/2018- 8/26/2018	Various	Woodbury Days 2695 Ojibway Dr Saint Paul, MN 55125	Pop-up outreach	General Project info	Public
8/29/2018	12-1 p.m.	Twin Cities Mobile Market Parkway Gardens 1145 Hudson Rd Saint Paul, MN 55106	Pop-up outreach	General Project info	Public
9/5/2018	2-6 p.m.	Oakdale Farmers' Market Richard Walton Park 15th St N and Hadley Ave N Oakdale, MN 55128	Pop-up outreach	General Project info	Public



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
9/6/2018	2:30 p.m.	Metropolitan Council 390 Robert St Saint Paul, MN 55101	Advisory committee	CMC meeting	CMC
9/8/2018	10 a.m.	Sun Ray Cub Foods 2197 Old Hudson Rd Saint Paul, MN 55119	Pop-up outreach	General Project info	Public
9/11/2018	2 p.m.	Dayton's Bluff Elementary School 262 Bates Ave Saint Paul, MN 55106	Neighborhood House Produce Distribution pop-up outreach	General Project info	Public
9/13/2018	4 p.m.	Sun Ray Library 2105 Wilson Ave Saint Paul, MN 55119	Pop-up outreach	General Project info	Public
9/17/2018	2 p.m.	GPO 121 7th Place E, Ste 102 Saint Paul, MN 55101	Stakeholder meeting	Ecolab engagement	Ecolab
9/17/2018	6:30 p.m.	East Side Enterprise Center 804 Margaret St Saint Paul, MN 55106	Dayton's Bluff Community Council meeting	TOD presentation	District 4 Community Council, City of Saint Paul, public
9/20/2018	5 p.m.	St. Paul Eastside YMCA 875 Arcade St N Saint Paul, MN 55106	Immigrant/Refugee Welcome Week pop- up outreach	General Project info	Public
9/25/2018	5-7 p.m.	Woodbury Central Park 8595 Woodbury Park Pl Woodbury, MN 55125	Pop-up outreach	General Project info and downtown preferences	Public
9/26/2018	11 a.m.-1 p.m.	Securian Farmers' Market 600 block of Robert St N Saint Paul, MN 55101	Pop-up outreach	General Project info and downtown preferences	Public
9/28/2018	6:30-8:30 a.m.	Woodbury Lutheran Church Park- and-Ride 7380 Afton Rd Woodbury, MN 55125	Pop-up outreach	General Project info and downtown preferences	Public



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
9/29/2018	9-10:30 a.m.	Union Depot Yoga 214 4th St E Saint Paul, MN 55101	Pop-up outreach	General Project info and downtown preferences	General public
10/1/2018	6:30-8 p.m.	Battle Creek Recreation Center 75 Winthrop St S Saint Paul, MN 55119	Gold Line District 1 Community Council stakeholder meeting	Land use	District 1 Councilmembers
10/3/2018	12-4 p.m.	Corridor-wide businesses and community centers	Flyer distribution	General Project info and downtown preferences	Public
10/4/2018	2-4 p.m.	Sun Ray Transit Center 463 Pedersen St Saint Paul, MN 55119	Pop-up outreach	General Project info and downtown preferences	Public
10/5/2018	11 a.m.-1 p.m.	Central Station Green Line LRT 56 5th St E Saint Paul, MN 55101	Pop-up outreach	General Project info and downtown preferences	Public
10/8/2018	4-6 p.m.	Oakdale Library 1010 Heron Ave N Oakdale, MN 55128	Pop-up outreach	General Project info and downtown preferences	Public
10/9/2018	11 a.m.-1 p.m.	Allianz Bank Building Skyway (near food court)	Open house	General Project info and downtown preferences	Public
10/9/2018	4-6 p.m.	Union Depot Head House 214 4th St E Saint Paul, MN 55101	Open house	General Project info and downtown preferences	Public
10/11/2018	4:00 p.m.	Woodbury City Hall 8301 Valley Creek Rd Woodbury, MN 55125	Advocacy and TOD	Gold Line partners, general public	Gold Line Partners, General Public
10/23/2018	9:00 a.m.	St Paul Youth Services 2100 Wilson Ave Saint Paul, MN 55119	Stakeholder Meeting	St Paul Youth Services	St. Paul Youth Services



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
10/23/2018	1:00 p.m.	MoveMN 2446 University Ave W – Suite 170 Saint Paul, MN 55114	Stakeholder Meeting	Project update, downtown Saint Paul routing alternatives and meet and greet	MoveMN
10/25/2018	6 p.m. – 7:30 p.m.	CBAC Meeting Eastside Community Center @ Harding Senior High School 1540 6 <sup>th</sup> St E Saint Paul, MN 55106	Advisory Committee	Resident and Business Community Members, General Public	Residential & Business Community Members, General Public
10/30/2018	2:30 p.m.	GPO 121 7th Place E, Ste 102 Saint Paul, MN 55101	Stakeholder Meeting	Project update, park and ride, property impacts and ROW acquisition	BRIXMOR Property Group (Sun Ray Shopping Center) and Legal Counsel (Stinson Leonard Street) and City of St Paul
10/31/2018	1:00 p.m.	St Paul Downtown Alliance 428 Minnesota St Wellworth Coworking Space, Floor 5 Saint Paul, MN	Stakeholder Meeting	Project update and downtown Saint Paul shelter improvements	Saint Paul Downtown Alliance and Metro Transit Engineering & Facilities
11/1/2018	2:30 p.m.	CMC Meeting Metropolitan Council Chambers 390 Robert St Saint Paul, MN 55101	Advisory Committee	Corridor Management Committee (CMC)	Corridor Management Committee (CMC)
11/6/2018	3:00 p.m.	Medtronic Headquarters 710 Medtronic Parkway Fridley, MN 55432	Stakeholder Meeting	General Public information, property impacts and ROW acquisition	Medtronic and City of Woodbury
11/9/2018	3:00 p.m.	Caribou Coffee in Securian Center 401 Robert St N Saint Paul, MN 55102	Stakeholder Meeting	Project update, downtown St Paul routing alternatives and meet and greet	Saint Paul Area Chamber of Commerce SPACC



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
11/20/2018	10:00 a.m.	Landmark Center 75 W 5 <sup>th</sup> St Saint Paul, MN 55102	Stakeholder Meeting	General project information, downtown Saint Paul routing alternatives and meet and greet	Landmark Center
11/28/2018	10 a.m. – 1:30 p.m.	St Paul Farmers Market at Union Depot 214 4th St E Saint Paul, MN 55101	Pop-up Outreach	General project information	General Public
12/6/2018	10:00 a.m.	Downtown St Paul property at the corner of 4 <sup>th</sup> St and Sibley St Saint Paul, MN 55102	Stakeholder Meeting	Station plans at site, learn about the developers plans and concerns	Property owner 4 <sup>th</sup> St and Sibley St Commercial Investors Group
12/8/2018	9:00 a.m. – 1 p.m.	Oakdale Indoor Market Discovery Center 4444 Hadley Ave N Oakdale, MN 55129	Pop-Up Outreach	General project information, EA process info	General Public
12/11/2018	1:00 p.m.	Caribou Securian Center Skyway 401 Robert St N Saint Paul, MN 55101	Stakeholder Meeting	Meet and Greet	East Metro Strong – Will Schroeer
12/18/2018	9:00 a.m.	Gold Line Project Office 121 7 <sup>th</sup> Place E – Suite 102 Saint Paul, MN 55101	Stakeholder Meeting	General project information, plans for development of the property	Property owner Kellogg St and Wacouta St – TJL Development and DJR Architecture
1/12/2019	10 a.m. – 2 p.m.	Hmong Village 1001 Johnson Pwky Saint Paul, MN 55101	Pop-Up Outreach	General information, EA process	General Public
1/12/2019	9:30 a.m. – 2 p.m.	SPPS School Choice Fair River Centre 175 W Kellogg Blvd Saint Paul, MN 55101	Pop-Up Outreach	General information, EA process	General Public, SPPS Staff





Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
1/15/2019	9 a.m. – 10:30 a.m.	3M Corporate Headquarters 3M Center, Maplewood	Stakeholder Meeting	Driveway access and traffic control; 3M facilities master plan; Public/Private trail connections	3M
1/15/2019	6 p.m. – 7:30 p.m.	Apostolic Bible Institute (ABI) 6944 Hudson Blvd Oakdale, MN 55129	Stakeholder Meeting	Project update; ABI concerns	ABI Leadership, staff, faculty, students and members
1/16/2019	6 p.m. – 7:30 p.m.	District 1 Community Meeting – Battle Creek Community Recreation Center 75 Winthrop St S Saint Paul, MN 55119	Pop-Up Outreach	General information, EA Process	General Public
1/21/2019	5:30 p.m. – 6:30 p.m.	District 4 Board Council Meeting Eastside Enterprise Center 804 Margaret St Saint Paul, MN 55119	Stakeholder Meeting	General Information, EA process	General Public
1/28/2019	7 p.m. – 8:30 p.m.	Maplewood City Hall 1830 Co Rd B E Maplewood, MN 55109	Council Meeting	BRTOD Plan for Maplewood Station	General Public
2/1/2019	1 p.m. – 2 p.m.	4 <sup>th</sup> & Sibley DT Stakeholder Meeting Gold Line Project Office 121 7 <sup>th</sup> Place E – Suite 102 Saint Paul, MN 55101	Stakeholder Meeting	Project update; Developer concerns	Mike Sowers, Commercial Investors Group
2/2/2019	11 a.m – 5 p.m.	St Paul Winter Carnival – Family Day Landmark Center 75 W 5 <sup>th</sup> St Saint Paul, MN 55101	Pop-Up Outreach	General information, EA process	General Public



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
2/14/2019	2:30 p.m. – 4 p.m.	Corridor Management Committee Meeting Metropolitan Council 390 Robert St N Saint Paul, MN 55101	Advisory Committee	Corridor Management Committee (CMC)	Met Council, Metro Transit, MnDOT, CBAC, Ramsey Co, Washington Co, Cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury, GPO
2/18/2019	6:30p.m. – 8:30p.m.	District 4 Board Council Meeting Eastside Enterprise Center 804 Margaret St Saint Paul, MN 55119	Stakeholder Meeting	TOD review; Station Design Input	General Public
2/26/2019	9:30a.m. – 10:30 a.m.	Crossroads Stakeholder Meeting Crossroads 7300 Hudson Blvd N – Suite 210 Oakdale, MN 55128	Stakeholder Meeting	Acquisition process; Notification to tenants; ROE	David Johnson (Crossroads and Tanners Lake property owner)
2/28/2019	6p.m. – 7:30p.m.	Community and Business Advisory Committee Meeting Exhibit Hall at Johnson Elementary 740 York Ave Saint Paul, MN 55101	Advisory Committee	Community and Business Advisory Committee (CBAC)	CBAC Members
3/2/2019	9a.m – 1p.m	Oakdale Indoor Market 4444 Hadley Ave N Oakdale, MN 55128	Pop-Up Outreach	General Information, EA Process	General Public
3/6/2019	8:30a.m. – 9:30 a.m.	Rice Park Association Meeting The St Paul Hotel 350 Market St Saint Paul, MN 55101	Community Presentation	Project update, Rice Park station design	Rice Park Association Committee Members
3/11/2019	10:30a.m. – Noon	Flint Hills Resources 3098 117 <sup>th</sup> St E Inver Grove Heights, MN 55077	Gold Line Bus Route	Helmo to Guider Route Details	GPO and FHR Public Affairs



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
3/19/2019	6p.m. – 7:30 p.m.	Apostolic Bible Institute (ABI) 6944 Hudson Blvd Oakdale, MN 55128	Stakeholder Meeting	Follow up on ABI concerns	ABI Leadership, staff, faculty, students and members
3/21/2019	6:30p.m. – 8p.m.	Greenway Avenue Station Area Planning Meeting Landfall Community Center 4 4 <sup>th</sup> Ave Landfall, MN 55128	Pop-Up Outreach	Station Design Input	General Public
3/27/2019	2p.m. – 4p.m	Dayton's Bluff Library 645 E 7 <sup>th</sup> St Saint Paul, MN 55101	Pop-Up Outreach	Station Design Input	General Public
3/28/2019	9:30a.m. – 10:30a.m.	HOM Stakeholder Meeting Gold Line Project Office 121 7 <sup>th</sup> Place E Saint Paul, MN 55101	Stakeholder Meeting	General Information	HOM Furniture Representatives
3/30/2019	10a.m. – 4p.m	Woodbury Community Expo East Ridge High School Woodbury, MN 55125	Pop-Up Outreach	Station Design Input	General Public, Businesses
4/3/2019	11:30a.m. – 1:30p.m.	Ha Tien Supermarket 290 5 <sup>th</sup> St E Saint Paul, MN 55101	Pop-Up Outreach	Station Design Input	General Public
4/4/2019	12:30p.m. – 2:30p.m	Corridor Management Committee Gold Line Corridor Tour	Advisory Committee	Corridor Tour	Corridor Management Committee Members
4/4/2019	2:30p.m. – 4p.m.	Corridor Management Committee Meeting Metropolitan Council 390 Robert St N Saint Paul, MN 55101	Advisory Committee	Corridor Management Committee (CMC)	Met Council, Metro Transit, MnDOT, CBAC, Ramsey Co, Washington Co, Cities of Saint Paul, Maplewood, Landfall, Oakdale, Woodbury, GPO



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
4/9/2019	3p.m. – 5p.m.	Wilson Hi-Rise 1300 Wilson Ave Saint Paul, MN 55101	Pop-Up Outreach	Station Design Input	Wilson Hi Rise Residents
4/13/2019	9a.m. – 1p.m.	St Paul Farmer's Market 2905 <sup>th</sup> St SE Saint Paul, MN 55101	Pop-Up Outreach	Station Design Input	General Public
4/17/2019	9a.m. – 10a.m.	3M Corporate Headquarters 3M Center, Maplewood	Stakeholder Meeting	Driveway access; 3M facilities master plan; Public/Private trail connections; ROW acquisition	3M
4/19/2019	2p.m. – 4p.m.	Sun Ray Transit Center 463 Pedersen St Saint Paul, MN 55119	Pop-Up Outreach	Station Design Input	General Public
4/25/2019	6p.m. – 7:30p.m.	CBAC Meeting Eastside Learning Hub @ Harding Senior High School 1540 6 <sup>th</sup> St E Saint Paul, MN 55106	Advisory Committee	Station Design Input	CBAC Members
4/26/2019	9:30a.m. – 10:30a.m.	Dayton's Bluff property along Mounds Boulevard Saint Paul, MN 55102	Stakeholder Meeting	Property impacts and ROW acquisition	Property owner along Mounds Blvd.
5/2/2019	2:30p.m. – 4p.m.	Corridor Management Committee Meeting Metropolitan Council 390 Robert St N Saint Paul, MN 55101	Advisory Committee	Corridor Management Committee (CMC)	Met Council, Metro Transit, MnDOT, CBAC, Ramsey Co, Washington Co, Cities of Saint Paul, Maplewood, Landfall, Oakdale, Woodbury, GPO
5/14/2019	6p.m. – 7:30p.m.	ABI – 6944 Hudson Blvd, Oakdale, MN 55128	Stakeholder Meeting	Project updates based on ABI goals	GPO, City of Oakdale, ABI
6/1/2019	Noon – 3p.m.	Union Depot	Pop-Up Outreach	General project information	General Public
6/2/2019	9:30a.m. – 1p.m.	Union Depot	Pop-Up Outreach	General project information	General Public
6/5/2019	10a.m. – 11a.m.	3M Corporate Headquarters 3M Center, Maplewood	Stakeholder Meeting	Project updates based on 3M goals	GPO, City of Maplewood, Ramsey County, 3M



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
6/6/2019	7:15a.m. – 8:15a.m.	The Machine Shed, Lake Elmo	Community Presentation	Project updates and station design	Woodbury Rotary Club, elected officials
6/12/2019	9a.m. – 10a.m.	Intersection of Old Hudson Road & Birmingham Street	Stakeholder Meeting	Effects on property, berm design	East Etna Residents
6/13/2019	10a.m. – 11a.m.	827 Mound Street, Saint Paul 55106	Stakeholder Meeting	Property/historical site evaluation	Property owner
6/18/2019	5:30p.m. – 7:30p.m.	Conway Recreation Center 2090 Conway Street, Saint Paul, MN 55119	Pop-Up Outreach	Project information/updates	General Public
6/22/2019	2p.m. – 6p.m.	Twin Cities Jazz Fest	Pop-Up Outreach	Project information for Gold Line and B Line	General Public
6/26/2019	2p.m. – 6p.m.	Oakdale Farmers Market	Pop-Up Outreach	Project information/updates	General Public
7/8/2019	2p.m. – 3p.m.	Gold Line Project Office – 121 7 <sup>th</sup> Place East, Suite 102, Saint Paul 55101	Stakeholder Meeting	General information, property impacts, right-of-way	City of Woodbury, Owners of HOM Furniture
7/10/2019	6p.m. – 7p.m.	White Bear Avenue Parade route	Pop-Up Outreach	Project information/updates	General Public
7/19/2019	1p.m. – 2:30p.m.	Crossroads, 7300 Hudson Blvd N, Suite 210, Oakdale 55128	Stakeholder Meeting	Property impacts, right-of-way, Helmo area development	Crossroads and Tanners Lake property owner
7/24/2019	10a.m. – 11a.m.	Gold Line Project Office – 121 7 <sup>th</sup> Place East, Suite 102, Saint Paul 55101	Stakeholder Meeting	Project information, property impacts, right-of-way	City of Saint Paul, Gateway Development
7/24/2019	6p.m. – 7:30p.m.	Maplewood YMCA 2100 White Bear Ave, Maplewood, MN 55109	Pop-Up Outreach	Project information/updates for Gold Line and Rush Line	General Public
8/3/2019 – 8/4/2019	10a.m. – 1p.m.	Washington County Fairgrounds	Pop-Up Outreach	Project information/updates	General Public
8/6/2019	5p.m. – 8p.m.	Hmong American Partnership 1075 Arcade Street, Saint Paul 55106	Pop-Up Outreach	Project information/updates for Gold Line and Rush Line	General Public



Date	Time	Meeting Location	Event Type/Name	Topics/Purpose	Invitees/Attendees
8/6/2019	5p.m. – 8p.m.	The Barrington Apartments 7255 Guider Drive, Woodbury 55125	Pop-Up Outreach	Project information/updates	General Public, The Barrington residents
8/7/2019	9a.m. – 10a.m.	The Wall Companies 811 LaSalle Avenue, #210, Minneapolis 55402	Stakeholder Meeting	Project information, property impacts near Wilson Avenue, right-of-way	President and Property Manager for The Wall Companies, attorney
8/10/2019	11a.m. – 4p.m.	CLUES Saint Paul 797 East 7th St., St. Paul 55106	Pop-Up Outreach	Project information/updates for Gold Line and Rush Line	General Public, TAP
8/13/2019	8a.m. – 9a.m.	Holy Grounds Café 1583 Radio Drive, Woodbury 55125	Community Presentation	Project information/updates	Woodbury King of Kings Retired Men's Group
8/21/2019	6p.m. – 7:30p.m.	Edgerton Park 2000 Edgerton Street, Maplewood, 55117	Pop-Up Outreach	Project information/outreach for Gold Line and Rush Line	General Public
8/22/2019	6p.m. – 7:30p.m.	CBAC Meeting East Side Community Center Harding High School 1540 6 <sup>th</sup> Street East, Saint Paul 55106	Advisory Committee	EA process, CMC updates, design updates	CBAC Members
8/22/2019 – 9/2/2019	Fair Hours	Minnesota State Fairgrounds	Pop-Up Outreach	Project information	General Public