



Gold Line

BUS RAPID TRANSIT PROJECT • ENVIRONMENTAL ASSESSMENT (EA)
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

ENVIRONMENTAL RE-EVALUATION

August 2020



MANAGEMENT SUMMARY

The Metropolitan Council (the Council) proposes to construct the METRO Gold Line Bus Rapid Transit (BRT) Project (Project), formerly known as the Gateway Corridor Project, an approximately 10-mile-long BRT line located in Ramsey and Washington counties, Minnesota that will connect the east Twin Cities Metropolitan Area to the greater regional transit network via connections in downtown Saint Paul. The Project will parallel Interstate 94 (I-94) for approximately 10 miles, predominately in a dedicated guideway in Ramsey and Washington Counties on or next to Hudson Road and 4th Street, then travel south along Helmo Avenue in Oakdale to Bielenberg Drive in Woodbury. The Project received a Finding of No Significant Impact (FONSI) from the Federal Transit Administration (FTA) in January 2020. The Council has advanced design to 30 percent since the FONSI. The Federal Transit Administration (FTA) has re-evaluated the environmental impacts in light of the design changes made to the project, and determined that the FONSI remains valid.



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ACRONYMS

ABI	Apostolic Bible Institute
ADA	Americans with Disability Act
APE	Area of Potential Effect
BMP	Best Management Practice
BRT	Bus Rapid Transit
CBAC	Community and Business Advisory Committee
CMC	Corridor Management Committee
Council	Metropolitan Council
CPIP	Community and Public Involvement Plan
DART	Design and Refinement Team
EA	Environmental Assessment
ESA	Environmental Site Assessment
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
HPZ	High Potential Zone
IAR	Interchange Access Report
JD	Joint Development
LOD	Limit of Disturbance
MnDOT	Minnesota Department of Transportation
MPH	Miles per Hour
MnDOT CRU	Minnesota Department of Transportation Cultural Resources Unit
PA	Programmatic Agreement
Project	METRO Gold Line BRT Project
Re-evaluation	Environmental Re-evaluation
RGU	Responsible Governmental Unit
ROW	Right-of-Way
RPBB	Rusty Patched Bumble Bee
SHPO	State Historic Preservation Officer
SOP	Standard Operating Procedure
TAC	Technical Advisory Committee
TH	Trunk Highway
TOD	Transit Oriented Development
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
WSC	Washington County Western Service Center



1 INTRODUCTION

The Federal Transit Administration (FTA) is the lead federal agency for the METRO Gold Line Bus Rapid Transit (BRT) Project (Project). The Metropolitan Council (Council) is the Project sponsor, federal grant applicant and the designated Responsible Governmental Unit (RGU). The FTA and the Council published an Environmental Assessment (EA) for public comment in October 2019 and issued a Finding of No Significant Impact (FONSI) in January 2020.

The EA/FONSI presented environmental impact analyses based on Project design plans at the 15 percent design phase. Since the FONSI, the Council advanced design to 30 percent and additional Project modifications have been identified to improve the project rating in FTA's Capital Investment Grant (CIG) program by increasing ridership. Design changes include: changes to the BRT guideway, stations, roadways, bridges, driveways, bicycle and pedestrian elements, stormwater BMPs, and park-and-rides.

This Environmental Re-evaluation (Re-evaluation) has been prepared in accordance with 23 CFR § 771.129(c), FTA's Standard Operating Procedures (SOPs) for Managing the Environmental Review Process (March 2019), specifically SOP No. 17 Re-evaluations and Supplemental Documents and FTA's NEPA Re-Evaluation Guidance¹. This document examines the changes to the proposed action, affected environment, and the environmental impacts. It is used by the FTA to determine if the agency's issued FONSI remains valid.

Section 2 summarizes the 30 percent design changes and discusses impacts in further detail.

2 PROJECT CHANGES SINCE THE FONSI

This section describes Project changes and anticipated impacts based on 30 percent design. Section 2.1 summarizes the design changes. Section 2.2 provides a detailed discussion of the impacts of each design change.

2.1 Summary of Design Changes

Figure 2-1 identifies the locations of the 30 percent design changes. Table 2-1 summarizes the 30 percent design changes and identifies the impacts to the LOD, where applicable, by change location.


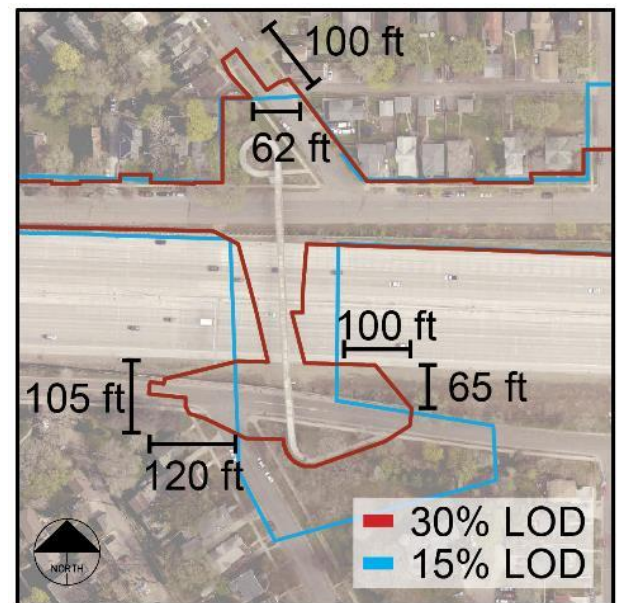

¹ <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/nepa-re-evaluation-guidance>


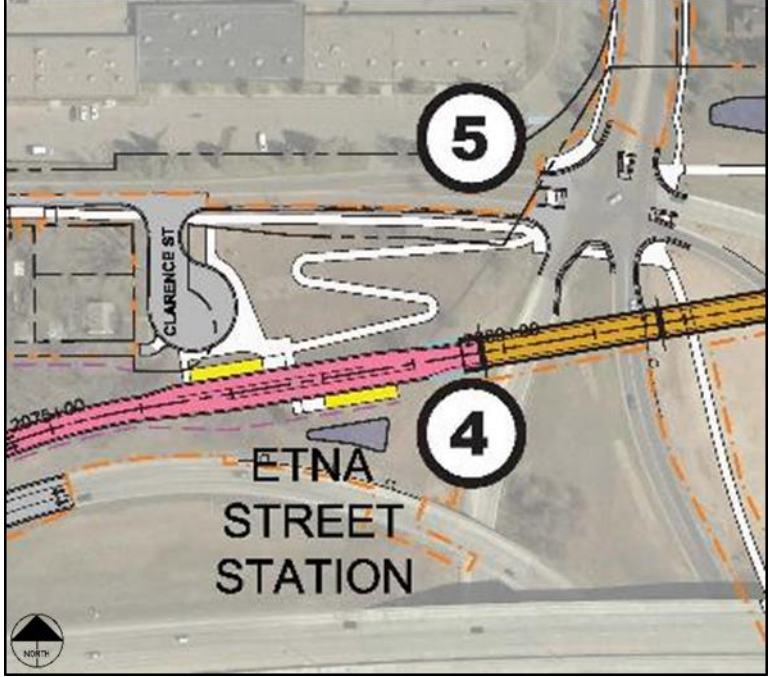


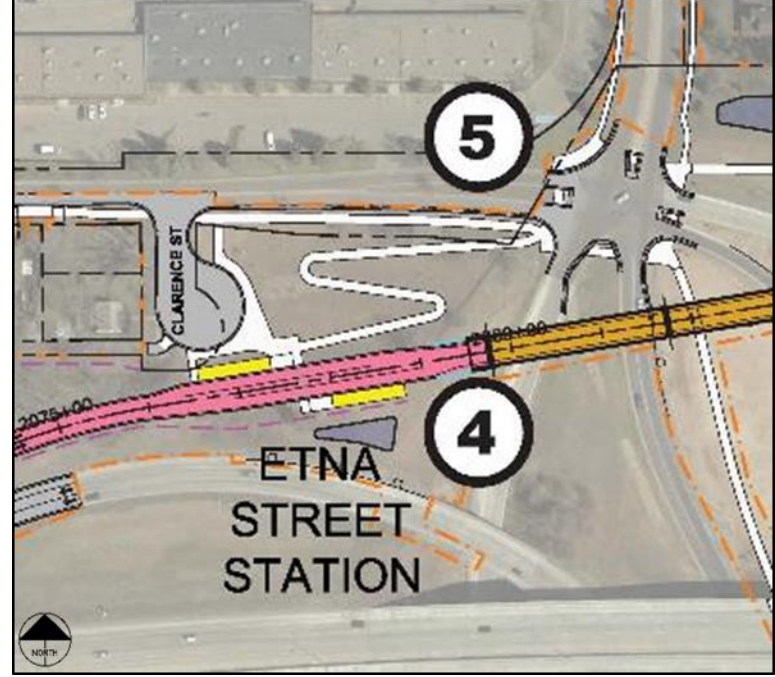
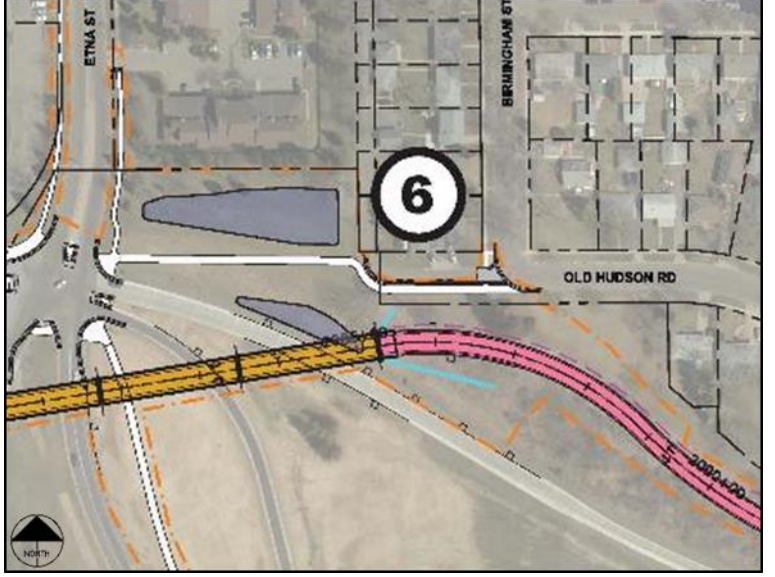
FIGURE 2-1: 30% DESIGN CHANGES LOCATION MAP

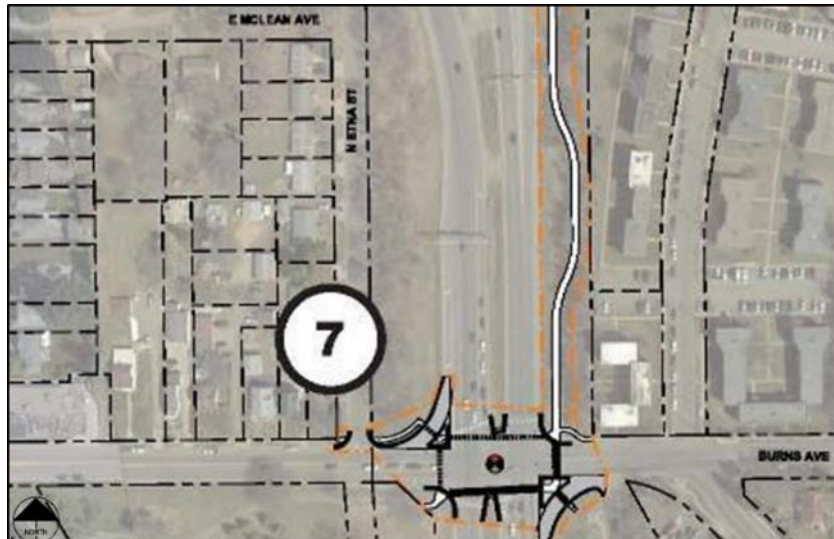
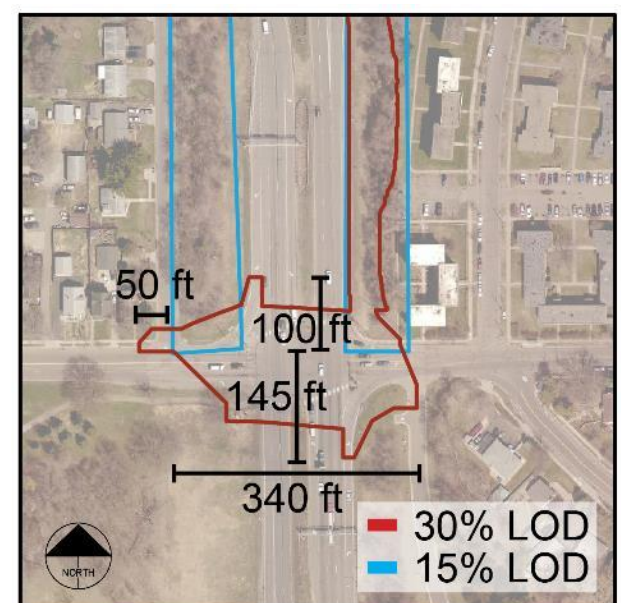
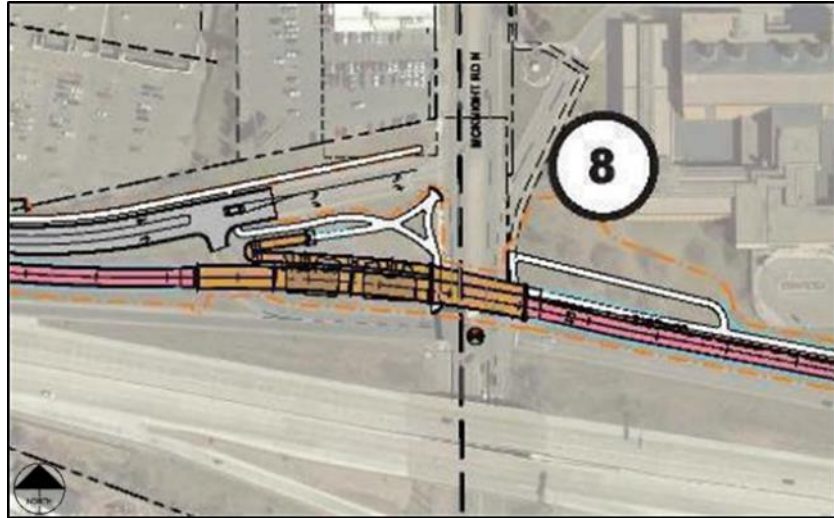
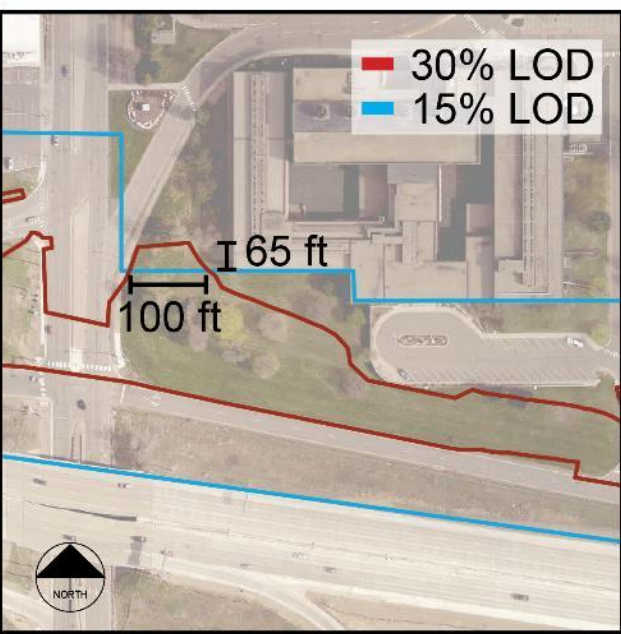


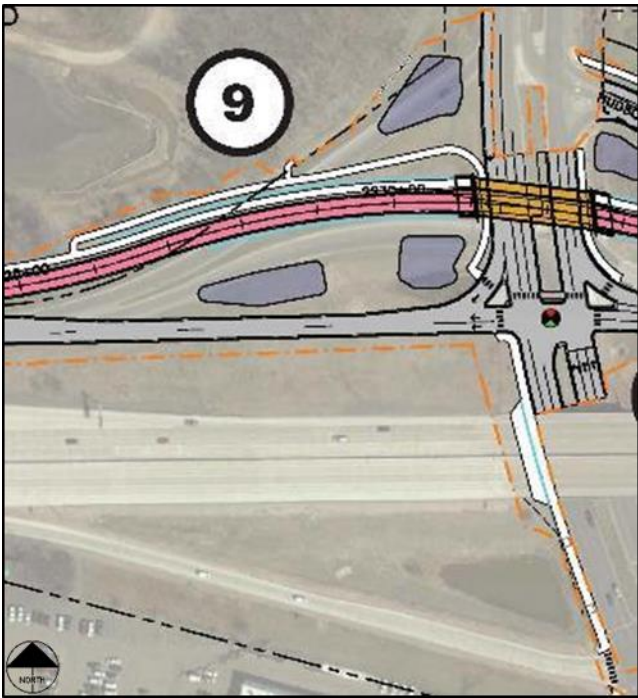
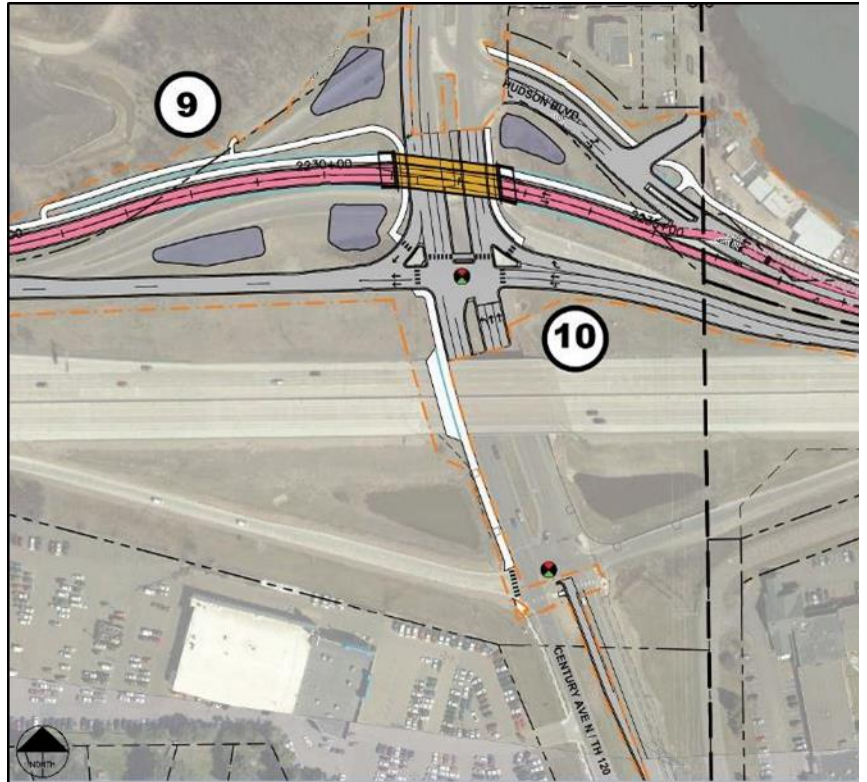
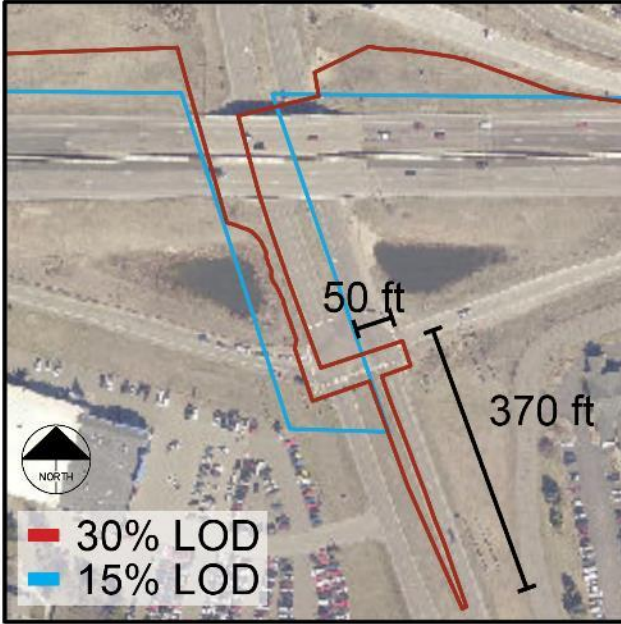
TABLE 2-1: SUMMARY OF 30 PERCENT DESIGN CHANGES

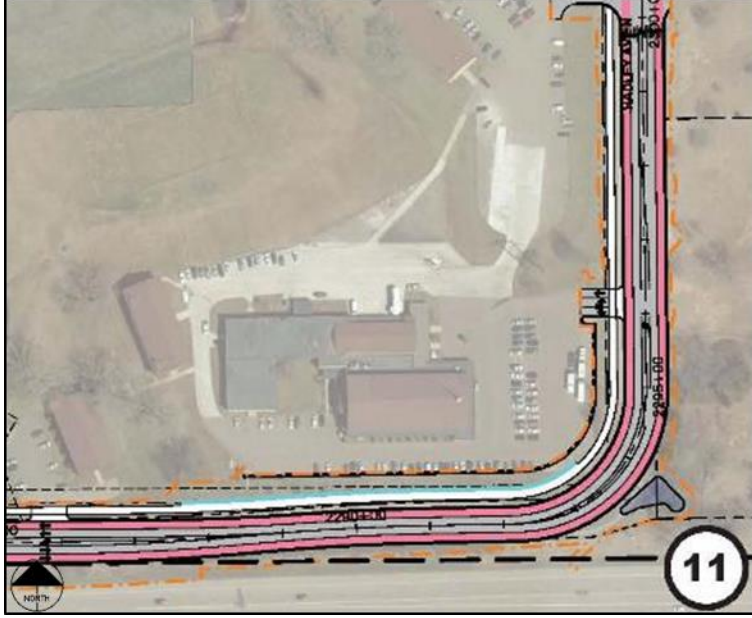
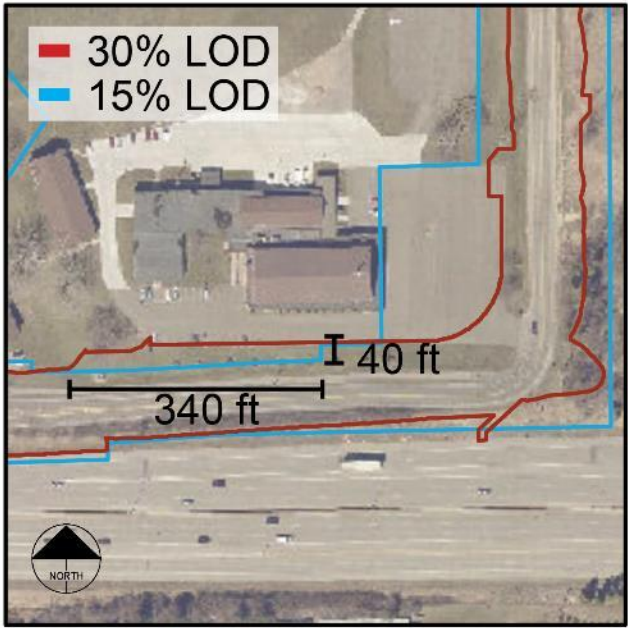

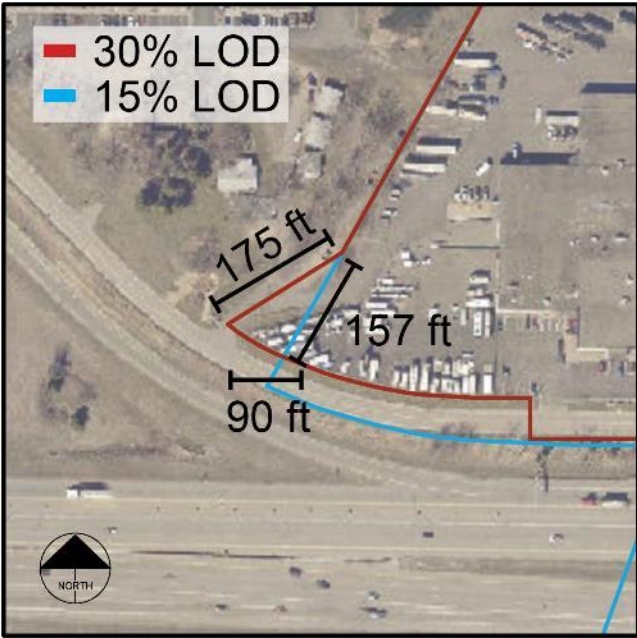
Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
1	Bridge	Maple Street Pedestrian Bridge	The existing pedestrian bridge described at the 15 percent design and in the EA/FONSI would be reconstructed over I-94 and Pacific Street. The 30 percent design changes create a longer, less steep ADA ramp along Maple Street and replaces the ramp on the south side of I-94 with a ramp on a retaining wall and a switchback on the north side of Pacific Street. Design changes are based on input from the City of Saint Paul and MnDOT to improve the pedestrian experience and minimize impacts to the historic Giesen-Hauser House on the south side of I-94. Pacific Street will be reconstructed to accommodate the south ramp. The 30 percent design changes are maintained within existing transportation ROW; however, there are changes outside the 15 percent LOD.		
2	Guideway/Roadway	Hudson Road from North Cypress Street to North Frank Street	The EA/FONSI proposed one-way westbound traffic movement on Hudson Road between North Frank Street and Wilson Street. Based on input from the City of Saint Paul, the 30 percent design allows two-way traffic between North Cypress Street and North Frank Street, retaining one-way movement west of North Cypress Street. The changes are within the 15 percent LOD.		

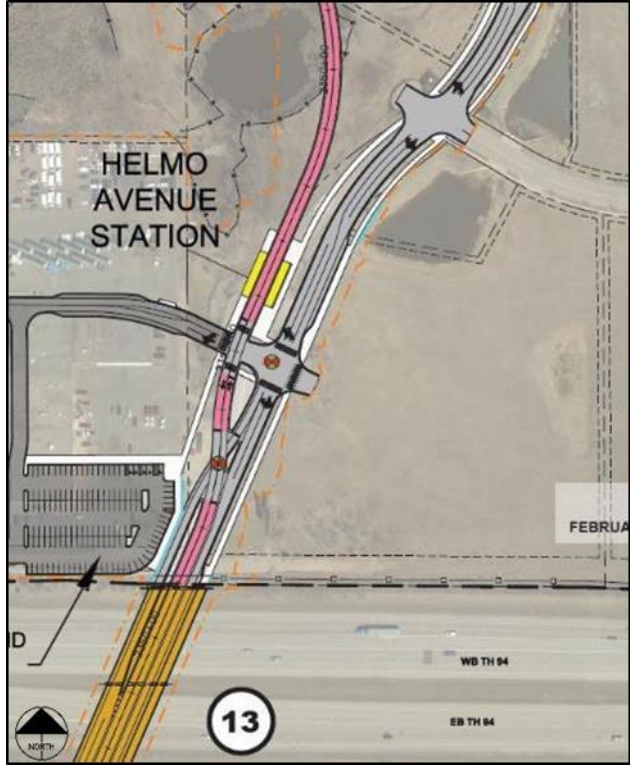
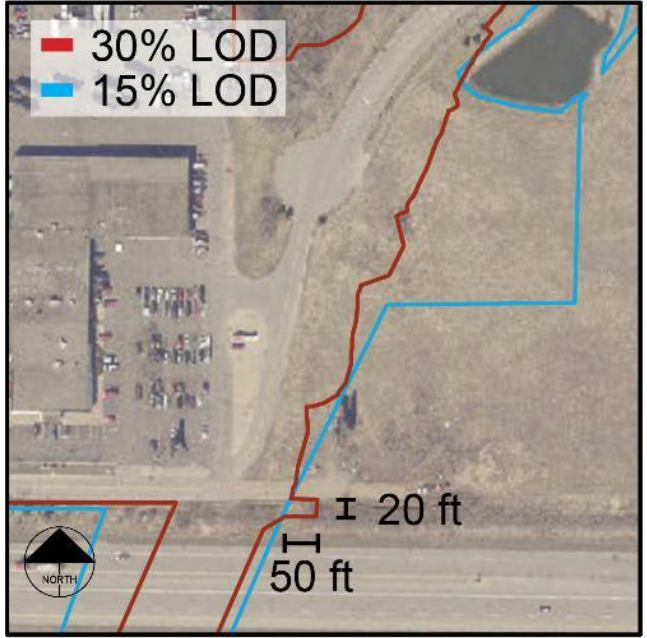
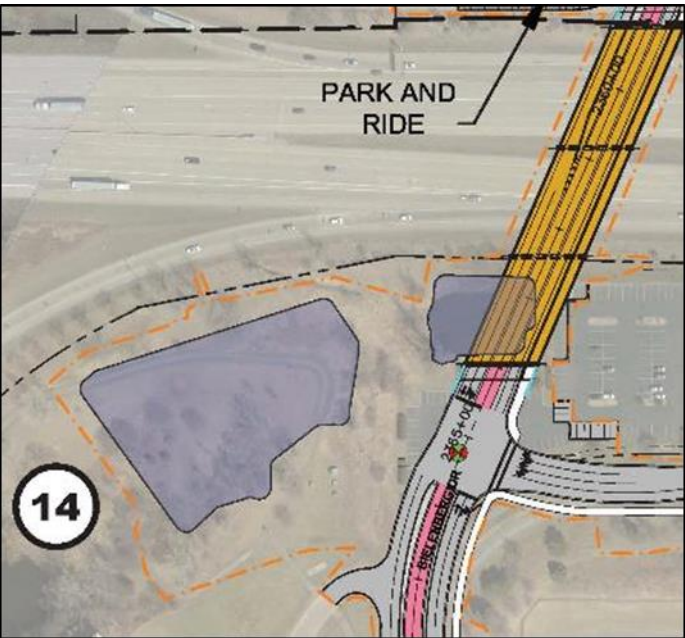
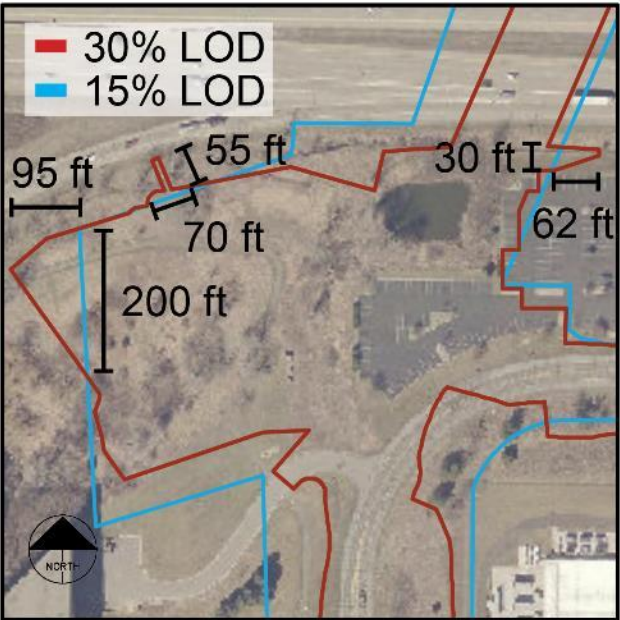
Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
3	Pedestrian/trail	Johnson Parkway to Etna Street	<p>The EA/FONSI identified a proposed sidewalk on the south side of Wilson Avenue between the easternmost driveway of Wilson Ridge Apartments to Etna Street. The 30 percent design widens the proposed sidewalk to a trail and extends the trail from the easternmost driveway of Wilson Ridge Apartments west to the Johnson Parkway ROW line, as requested by the City of Saint Paul. The trail is part of a planned trail network in the City of Saint Paul. The travel lanes on Wilson Avenue will be reconstructed in a narrower configuration (reduced from 32-foot wide to 24-foot wide) and on-street parking will be removed to accommodate the trail. The trail remains within existing transportation ROW. The changes are within the 15 percent LOD.</p>		
4	Pedestrian	Etna Street Station	<p>The EA/FONSI proposed pedestrian and bicycle access to the Etna Street Station via a sidewalk network and ramps on a retaining wall to maintain space for a proposed stormwater BMP on the site. The 30 percent design no longer requires this site for a BMP. To reduce project costs, the Council coordinated with City of Saint Paul to replace the proposed pedestrian/bike switchback (which required substantial retaining walls) with an at-grade trail to access the Etna Street Station. The changes are within the 15 percent LOD.</p>		


Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
5	Guideway/Roadway	Etna Street and Wilson Street	The EA/FONSI maintained the existing eastbound Wilson Avenue right-turn lane. The 30 percent design removes the right-turn lane from Wilson Avenue to shorten the pedestrian crossing distance across Wilson Avenue by approximately 12 feet. The changes are within the 15 percent LOD.	 <p>This aerial map shows the Etna Street Station area. A yellow line representing the transit guideway runs horizontally across the middle. A pink line indicates the proposed design change at the intersection of Wilson Avenue and Etna Street. A circled number '5' is placed near the intersection. Other streets shown include Clarence St and Birmingham St. A north arrow is in the bottom left corner.</p>	
6	Pedestrian/trail	Old Hudson Road and Birmingham Street	The EA/FONSI proposed a trail connection on the north side of Old Hudson Road, extending from Birmingham Street west to TH 61 (Etna Street). The 30 percent design moves the trail to the south side of Old Hudson Road and narrows the roadway to better indicate it is an alley and not a through street for motorists. The changes are within the 15 percent LOD.	 <p>This aerial map shows the intersection of Old Hudson Road and Birmingham Street. A yellow line representing the transit guideway runs horizontally across the bottom. A pink line indicates the proposed trail connection along Old Hudson Road. A circled number '6' is placed near the intersection. Other streets shown include Etna St and TH 61. A north arrow is in the bottom left corner.</p>	

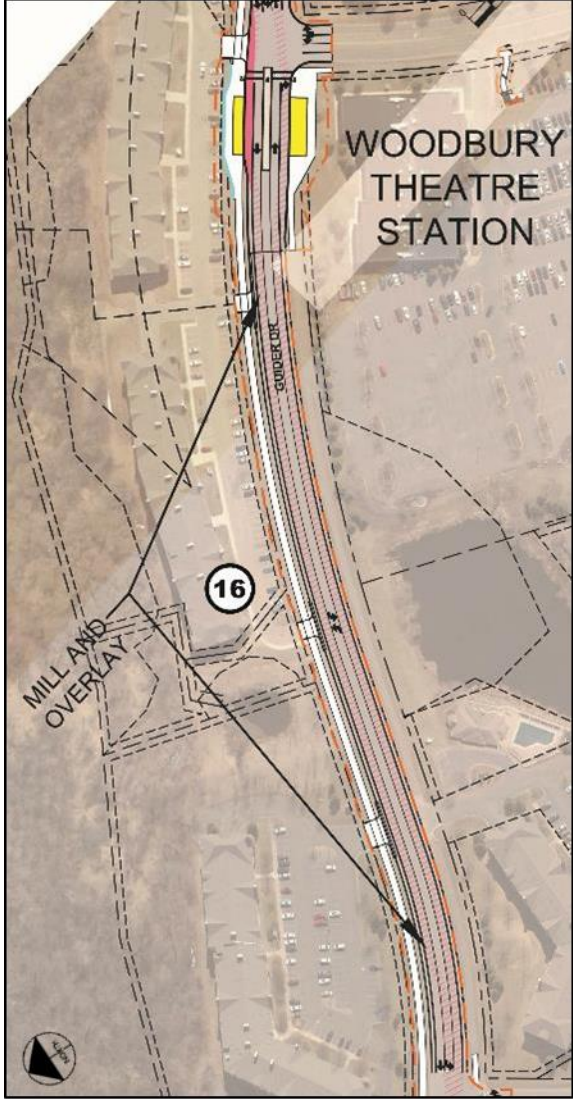
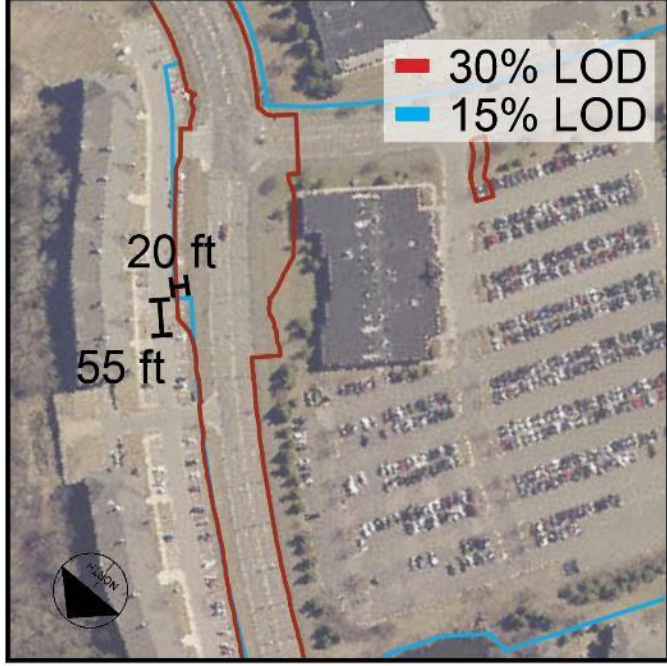
Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
7	Pedestrian/trail	Burns Avenue	<p>The EA/FONSI proposed pedestrian connections from the Etna Street Station on either side of TH 61 that terminated on the north side of the Burns Avenue intersection. The connection on the west side of TH 61 required an underpass under the I-94 exit ramp. The 30 percent design changes pedestrian connections along TH 61 and at the TH 61/Burns Avenue intersection. The Council, in coordination with MnDOT and the City of Saint Paul, agreed to remove the proposed pedestrian connection from the Etna Street Station on the west side of TH 61 to Burns Avenue. The underpass proposed in the 15 percent plans presented maintenance, safety and cost concerns. Removing the underpass reduces project costs. The Council modified the pedestrian connection on the east side of TH 61 to create as much separation from TH 61 as possible. The 30 percent plans add pedestrian connection improvements at the Burns Avenue/TH 61 intersection. ADA-compliant ramps, pedestrian signal upgrades, and wider refuge islands will be added in all quadrants of the intersection. The changes on the south side of the intersection are outside the 15 percent LOD.</p>		
8	Pedestrian/trail	McKnight Trail Alignment on 3M Campus	<p>The EA/FONSI proposed two local trail connections at McKnight Road, one on the south side of the guideway to allow an at-grade crossing and one on the north to access the BRT bridge crossing. The 30 percent design moves both trails to the north side of the guideway to remove the at-grade crossing of McKnight Road based on input from the City of Maplewood. The design change will increase pedestrian and bike safety by allowing grade separated pedestrian crossing of this busy roadway. Access to the east side McKnight Road is also retained. The grading for the shifted trail will respond to the historic context of 3M campus. The changes on the north side of the guideway are outside the 15 percent LOD.</p>		


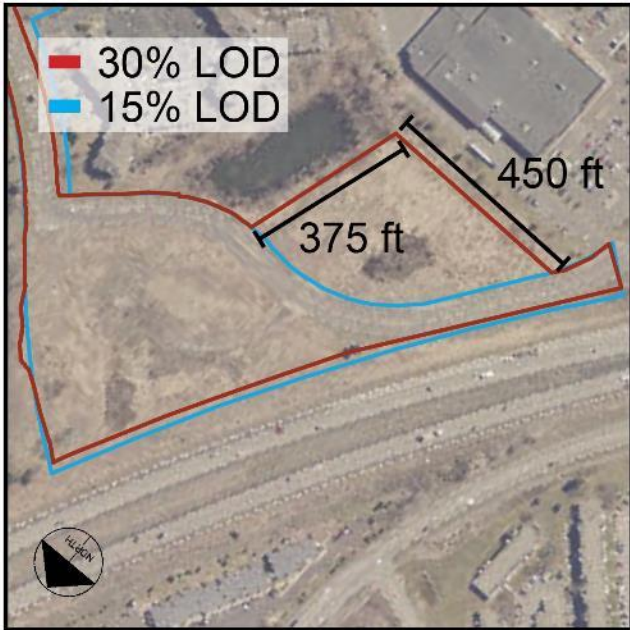
Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
9	Pedestrian/trail	Eastern trail on 3M Campus	The EA/FONSI proposed replacing a trail on the 3M Campus separate from the public trail system adjacent to the BRT guideway. The 30 percent design combines the public trail and the 3M private trails for a short segment in coordination with 3M. The short segment is on the east side of the campus, from west of Century Avenue to 19 th Street. The changes are within the 15 percent LOD.		
10	Bridge, Roadway	Century Avenue	<p>The EA/FONSI proposed a new BRT guideway bridge over Century Avenue. Both Hudson Road and I-94 westbound exit ramp retained their current lane configuration.</p> <p>Under the 30 percent design, the Century Avenue BRT Bridge was modified by changing the bridge structure. The Century Avenue/I-94 westbound ramp/Hudson Road intersection shifts about 150 feet south. The roadway section under the bridge is narrowed to eliminate a center pier to improve traffic sightlines. Shifting the intersection south reduced the northbound Century Avenue left-turn lane storage capacity. The left-turn storage lane south of the bridge at the signalized intersection is extended 150 feet to accommodate turning lane queuing. The changes at the southern intersection for the eastbound exit/entrance ramps remain within roadway ROW but are outside the 15 percent LOD.</p>		

Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
11	Guideway/Roadway, Parking/Driveway	Apostolic Bible Institute	At the time of the EA/FONSI evaluation, a 30-mile per hour (mph) design speed was used to improve safety of the existing curve at the Hadley Avenue/Hudson Boulevard intersection. The 30-mph curve impacted ROW, parking spaces and shifted an entrance driveway at the Apostolic Bible Institute (ABI). In coordination with the City of Oakdale and ABI, the 30 percent design reduces the design speed from Hadley Avenue to Hudson Boulevard from a 30-mph curve to a 25-mph curve, which also reduces impacts to the ABI property. Design speed changes occur within the 15 percent LOD. Modifications to reduce parking loss to ABI occur outside the 15 percent LOD.		
12	Park-and-Ride	Helmo Park-and-Ride	The EA/FONSI proposed a 100-stall park-and-ride at the Helmo Avenue Station. The 30 percent design revises the park-and-ride and access routes to reflect the City of Oakdale's updated (May 2019) BRTOD plan and adds 38 parking spaces. The additional parking spaces increase ridership and improve the FTA's CIG project rating. The park-and-ride lot configuration changed to accommodate additional parking spaces. The LOD was updated in this area to match the parcel line that the project is acquiring for the park-and-ride.		

Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
13	Guideway/Roadway, Bridge	North of I-94 at 4th Street and Helmo Avenue (MN Pipeline)	The EA/FONSI proposed a new BRT bridge over I-94 to connect Helmo Avenue on the north side of the freeway with Bielenberg Drive on the south side. The 30 percent design shifts the northern end of the bridge 50 feet to the east to address concerns from Minnesota Pipeline LLC maintenance staff regarding underground oil pipelines (MN Pipeline) crossing the freeway in the same vicinity. The Helmo Avenue extension and BRT guideway are also shifted easterly as well. Design changes occur within the 15 percent LOD, except for a minor area north of I-94.		
14	Stormwater BMP	500 Bielenberg Drive	The EA/FONSI proposed a stormwater BMP to the west of the Hudson Road/Bielenberg Drive intersection. Additional stormwater treatment space is required to address Project needs. The 30 percent design increases the size of the BMP and enlarges an existing pond under the proposed BRT bridge. Design at this location is ongoing to provide additional water quality treatment measures as needed by the project. These design changes occur outside the 15 percent LOD.		

Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
15	Guideway/Roadway	Bielenberg Drive and Tamarack Road	The EA/FONSI proposed reconstructing the intersection and removing the exclusive northbound to eastbound right-turn lane from Bielenberg Drive to Tamarack Road and converting the right lane to a shared through and right-turn movement. The 30 percent design includes a 300-foot northbound right-turn lane, based on coordination with the City of Woodbury, to improve traffic operations by reducing queueing. The design changes occur within the 15 percent LOD.		

Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
16	Pedestrian/trail	Guider Drive	<p>The EA/FONSI proposed reconstructing a trail to current trail standards (eight to ten feet) from Bielenberg Drive to the Woodbury Theatre Station on the north side of Guider Drive. Based on coordination with the City of Woodbury, the 30 percent design extends the trail connection 1,500 feet westerly along the north side of Guider Road to the Woodbury I-494 Park-and-Ride Station. A 0.4-acre permanent acquisition is anticipated to accommodate an 8-foot tall retaining wall at the Woodbury Theatre Station for the trail. These design changes occur within the 15 percent LOD, except adjacent to the Woodbury Theatre Station.</p>		

Modification Map Reference #	Proposed Design Change	Location	Description	Location Map	Limits of Disturbance (LOD) If Applicable
17	Park-and-Ride	Woodbury I-494 Park-and-Ride with Joint Development	<p>The EA/FONSI evaluated a 5.5-acre park-and-ride with 200 surface parking spaces. The Council changed the park-and-ride configuration to provide an additional 312 Gold Line parking spaces. The additional parking spaces increase ridership and improve the FTA project rating. A joint development (JD) opportunity at this location proposes a three-story, 60,000-square foot Washington County Western Service Center (WSC) and 300 parking spaces for employees and customers. Woodlane Drive is realigned, and a full parcel acquisition expands the site to 8.7 acres. Additional stormwater BMPs are required to account for additional impervious area from the service center and added parking. The parking structure will be designed to be expanded to accommodate future consolidation of another Metro Transit Park and Ride, Woodbury Theatre. This would permit a future JD opportunity at the Theatre site that is owned by Metro Transit, outside of the Gold Line project. The WSC will have approximately 150 employees to serve residents of Ramsey and Washington Counties and include public facing services, including workforce development, medical assistance, SNAP (Supplemental Nutrition Assistance Program) food assistance, a voting center and touchdown office for Sheriff's patrol. An estimated 200,000 customers will access the WCS annually. These design changes are outside the 15 percent LOD.</p> <p>If the JD site does not occur, the park-and-ride would be within the 15 percent LOD on the site evaluated in the EA/FONSI, and include 200 surface parking spaces and a 312-space parking structure.</p>		



2.2 Environmental Consequences of Project Changes

The Council reviewed all resource categories where the design changes could potentially result in additional long-term impacts or change the long-term impacts reported in the EA/FONSI. The re-evaluation analysis found there would be no impacts to the following resource categories and were not evaluated further:

- **Transportation:** Transit; freight rail; aviation
- **Community and social:** Environmental justice; safety and security; business and economic resources
- **Physical and environmental:** Geology; groundwater and soils; noise and vibration; air quality; energy; farmlands
- **Construction**
- **Section 6(f)**

Based on the 30 percent design changes, the following resources were potentially affected and described in this Re-evaluation:

- **Transportation:** Traffic; pedestrian and bicycle facilities; parking and driveways
- **Community and social:** Land use plan and compatibility; community facilities, character and cohesion; acquisitions, displacements and relocations; visual quality and aesthetics
- **Physical and environmental:** Floodplains; stormwater and water quality; surface waters; hazardous materials and contamination; biological environment
- **Indirect effects and cumulative impacts**
- **Section 4(f)**

Short-term impacts identified in the EA/FONSI are anticipated to be the same because they are temporary and associated with construction activities.

The following sections describe changes in environmental impacts, if any, by each design change.

2.2.1 Design Change 1: Maple Street Pedestrian Bridge

Table 2-2 summarizes long-term impacts to resources potentially affected by the 30 percent design changes for the Maple Street Pedestrian Bridge. Figure 2-2 and Figure 2-3 show 15 percent design and 30 percent design, respectively.



TABLE 2-2: MAPLE STREET PEDESTRIAN BRIDGE-SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Parking and Driveways	No impacts to parking on Maple Street and Pacific Street.	Removal of 18 on-street parking spaces on Maple Street and 27 spaces on Pacific Street.	Removal of 45 on-street parking spaces. The EA/FONSI reported no parking impacts.
Pedestrian/Bicycle	Existing pedestrian/bicycle connection maintained.	Connection maintained with modified ramps.	Access maintained and improved. Grade separation on Pacific Street replaced with at-grade crossing.
Community Facilities, Character, Cohesion	No nearby community facilities. Community cohesion maintained.	Community cohesion maintained. No additional impacts.	No change.
Cultural Resources	Assessment of effects on historic properties will be conducted per the terms of the Project's PA.	Assessment of effects are ongoing per the terms of the Project's PA.	No change.
Stormwater/Water Quality	The bridge is located on Alignment B, which anticipates a total of 18.2 acres of new impervious or reconstructed impervious area (compared to 10.2 acres of existing impervious area).	The revised ramp design will add less than 0.01 acres impervious area.	Impervious area increased by less than 0.01 acres.
Hazardous Materials and Contamination	The bridge and ramps are not located in medium or high-risk sites.	No additional impacts anticipated.	No change.

2.2.1.1 Parking and Driveways

The 15 percent design of the Maple Street Pedestrian Bridge did not impact parking or driveways. The 30 percent design will remove 18 on-street parking spaces on Maple Street and 27 on the north side of Pacific Street. A total loss of 45 on-street parking spaces not previously discussed in the EA/FONSI occurs on roads with low volume traffic in residential areas that typically experience less than 500 vehicles per day. Impacts occur in areas with little residential on-street parking usage. Based on coordination with the City of Saint Paul, no additional mitigation is required.

2.2.1.2 Pedestrian and Bicycle Facilities

The 15 percent design maintains the existing pedestrian connection over I-94 between Maple Street and Pacific Street. The 30 percent design provides a longer, less steep north ramp, and reconstructs the south ramp, consistent with the Americans with Disabilities Act (ADA) requirements. The existing south ramp over Pacific Street is replaced with an at-grade crossing. Pedestrian and bicycle access are maintained.



2.2.1.3 Community Facilities, Character and Cohesion

No community facilities are in the vicinity of the Maple Street pedestrian bridge. The EA/FONSI described the benefit to maintaining community cohesion with the bridge replacement. The 30 percent design maintains community connectivity. There is no change to community facilities, character and cohesion.

2.2.1.4 Cultural Resources

The existing Maple Street pedestrian bridge south ramp touches down on the south side of Pacific Street which is in close proximity to the historic boundary of the Giesen-Hauser House. The 30 percent design places the south ramp touchdown on the north side of Pacific Street. The FTA and MnDOT CRU will assess the effects on historic properties per the terms of the Project's executed PA. If adverse effects are determined, FTA will resolve effects pursuant to the PA. The Giesen-Hauser property is identified by a red outline in the figures below.

2.2.1.5 Stormwater and Water Quality

The Maple Street pedestrian bridge is within Alignment B, which anticipates 8 additional acres of new impervious area. The 15 percent plans replace the existing bridge with no substantially new impervious area. The 30 percent design would add less than 0.01 acre of impervious area for the extended ramps. No additional analysis/mitigation measures is required beyond currently proposed BMPs to account for the small change. The Council will perform hydrologic modeling of the current and proposed conditions as Project design advances to assess the efficiency of the proposed BMPs. Additional rate-control measures, if needed, will be assessed and incorporated into 60% design.

2.2.1.6 Hazardous Materials and Contamination

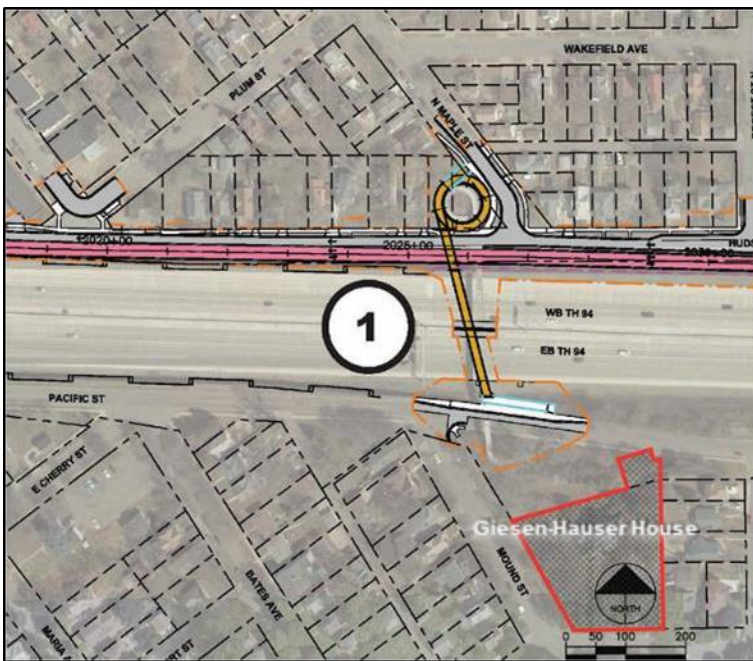
The Phase I Environmental Site Assessment (ESA) established a 500-foot study area in the vicinity of the Maple Street pedestrian bridge in the EA/FONSI. The 15 percent design of the bridge and ramps are not located in medium or high-risk sites. Phase II ESA evaluations did not identify a risk of adverse effects due to ground disturbing activities. The 30 percent design remains with the 500-foot study area and would not extend into medium or high-risk sites. No additional impacts are expected beyond results reported in the EA/FONSI.



FIGURE 2-2: 15% DESIGN JOHNSON PARKWAY TO ETNA STATION



FIGURE 2-3: 30% DESIGN JOHNSON PARKWAY TO ETNA STATION





2.2.2 Design Change 2: Hudson Road from North Cypress Street to North Frank Street

Table 2-3 summarizes impacts to resources potentially affected by the 30 percent design change for Hudson Road between North Cypress Street and North Frank Street. Figure 2-4 and Figure 2-5 show 15 percent design and 30 percent design, respectively.

TABLE 2-3: HUDSON ROAD FROM NORTH CYPRESS STREET TO NORTH FRANK STREET: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Traffic	No substantial impacts identified.	Traffic operations improved by allowing two-way traffic.	No substantial changes; improved traffic operations.
Parking and Driveways	No on-street parking loss between North Cypress Street and North Frank Street.	Loss of 7 on-street parking spaces.	Added loss of 7 on-street parking spaces.

2.2.2.1 Traffic

The EA/FONSI proposed converting Hudson Road from two-way traffic to one-way westbound traffic from North Frank Street to Wilson Avenue, resulting in no substantial impacts to traffic operations. The conversion to one-way traffic would divert approximately 500-750 vehicles per day to other streets in the area. Other streets in the area have traffic volumes of less than 1,000 vehicles per day compared with capacities of approximately 7,000 to 8,000 vehicles per day. Estimated maximum volume of diverted traffic on residential streets would be less than 100 vehicles per hour.

The 30 percent design will not substantially change the traffic operations reported in the EA/FONSI due to the low traffic volumes on Hudson Road and capacity of the local roadway network to manage diverted traffic from the remaining one-way road section. Traffic operations will be improved by allowing two-way traffic near Earl Street. Traffic between North Cypress Street and North Frank Street can remain on Hudson Road and would not divert to other streets.

2.2.2.2 Parking and Driveways

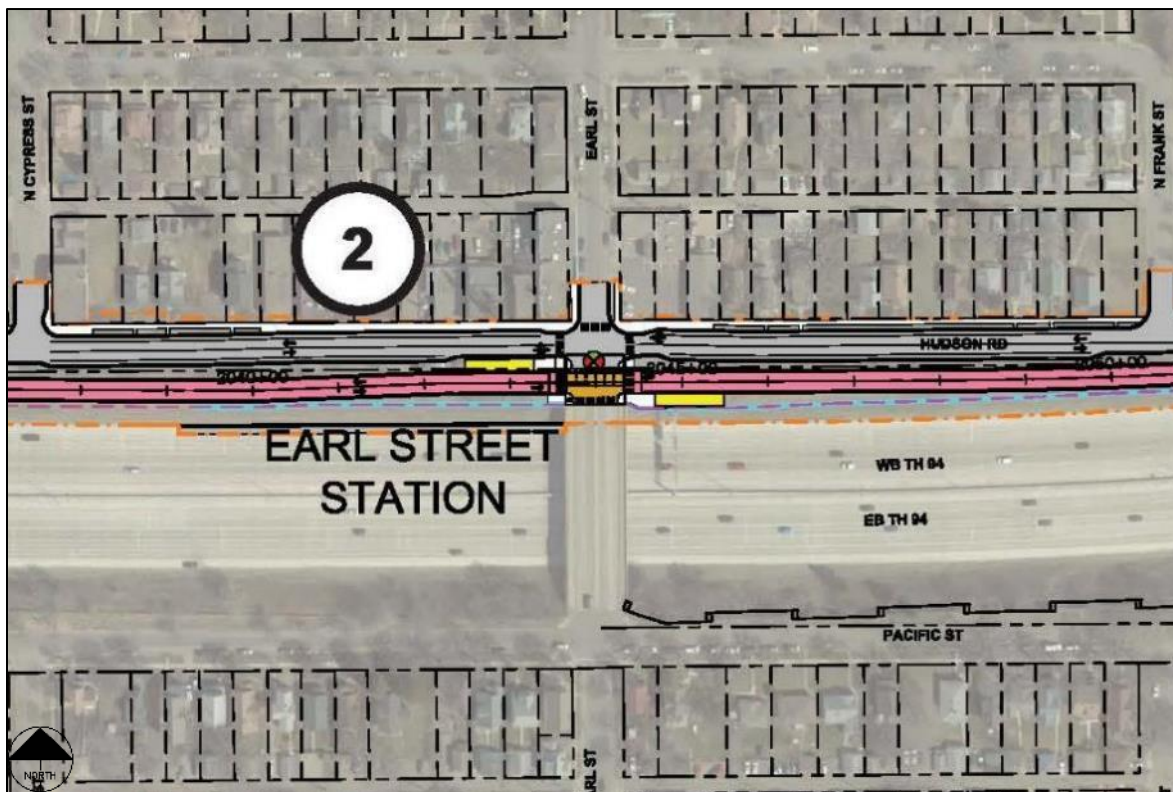
The EA/FONSI reported no parking impacts on Hudson Road along the proposed one-way segment. The 30 percent design removes 7 on-street parking spaces. The reduction of seven on-street parking spaces will not affect overall availability of parking, which is available on nearby side streets.



FIGURE 2-4: 15% DESIGN HUDSON ROAD



FIGURE 2-5: 30% DESIGN HUDSON ROAD





2.2.3 Design Change 3: Johnson Parkway to Etna Street

Table 2-4 summarizes impacts to resources potentially affected by the 30 percent design change between Johnson Parkway to Etna Street. Figure 2-6 and Figure 2-7 show 15 percent design and 30 percent design, respectively.

TABLE 2-4: JOHNSON PARKWAY TO ETNA STREET: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Parking and Driveways	No on-street parking loss on Wilson Street	Loss of 31 on-street parking spaces.	Added loss of 31 on-street parking spaces.

2.2.3.1 Parking and Driveways

The EA/FONSI reported no parking impacts on Wilson Avenue between Johnson Parkway and Etna Street. The 30 percent design removes 31 on-street parking spaces. The removal of 31 on-street parking spaces occurs on a road with low volume traffic (1,950 ADT, 2018) in a residential area.

FIGURE 2-6: 15% DESIGN JOHNSON PARKWAY TO ETNA

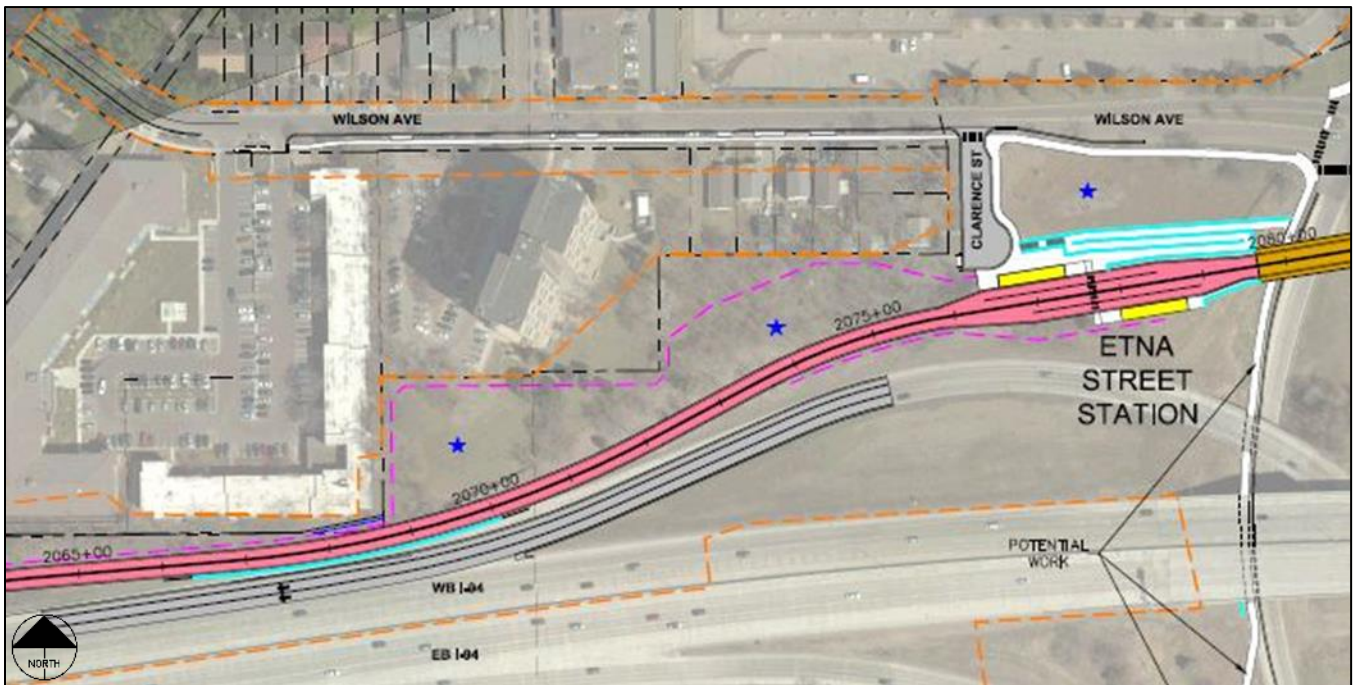
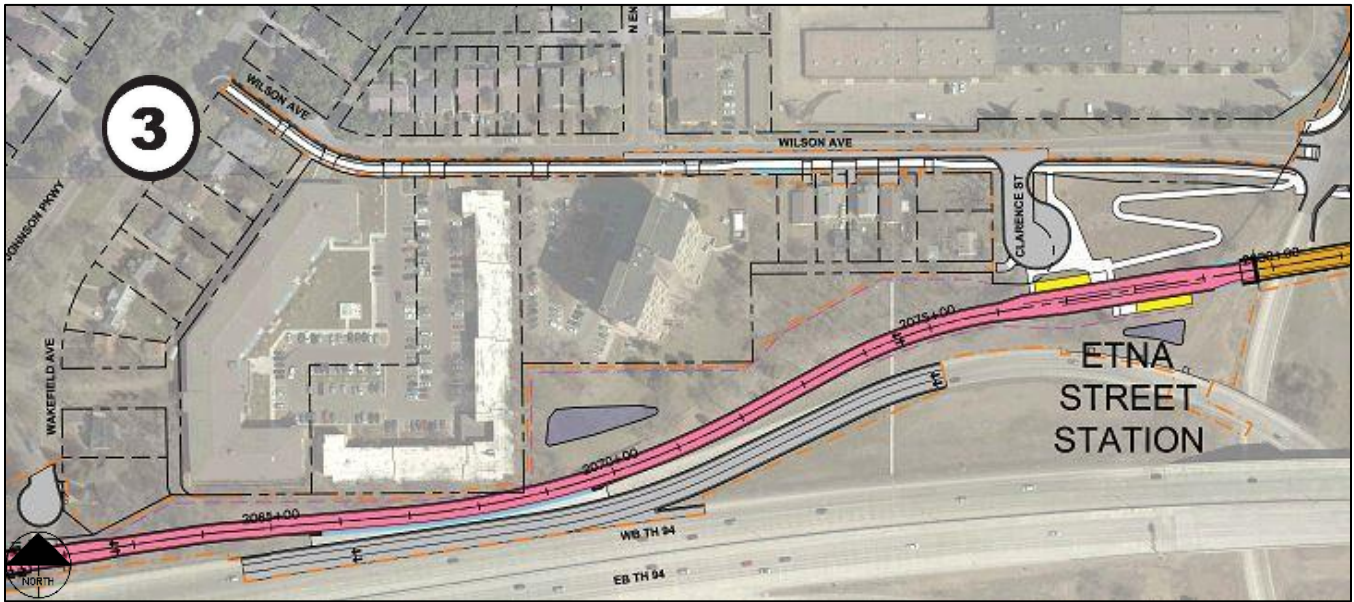




FIGURE 2-7: 30% DESIGN JOHNSON PARKWAY TO ETNA



2.2.4 Design Change 4: Etna Street Station

Table 2-5 summarizes impacts to resources potentially affected by the 30 percent design change at the Etna Street Station. Figure 2-8 and Figure 2-9 show 15 percent design and 30 percent design, respectively.

TABLE 2-5: ETNA STREET STATION: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Pedestrian and Bicycle Facilities	Pedestrian and bicycle access with ramp on retaining wall.	Ramp no longer on retaining wall.	No change. Access remains ADA-compliant.
Visual Quality and Aesthetics	Views of substantial retaining walls.	Reduced visual impact by removing retaining walls.	Reduced visual impact.
Hazardous Materials and Contamination	The bridge and ramps are located near a site with regulated reuse material. Phase II ESA did not identify project risk.	Design modifications are within the 500-foot study area for the Phase I ESA. No additional impacts.	No change.

2.2.4.1 Pedestrian and Bicycle Facilities

Both the EA/FONSI and 30 percent design propose an ADA-compliant ramp connecting to the Etna Street Station, which maintains a benefit for pedestrians and bicyclists.



2.2.4.2 Visual Quality and Aesthetics

The 15 percent plans in the EA/FONSI indicated the pedestrian/bicycle access ramp would result in views of substantial retaining walls from Wilson Avenue. The 30 percent design removes the retaining walls, which will reduce the visual impact of the pedestrian/bicycle access ramp infrastructure.

2.2.4.3 Hazardous Materials and Contamination

The 30 percent design modifications are within the 500-foot study area for the Phase I ESA and would not extend into medium or high-risk sites. The EA/FONSI reported that the Phase II ESA identified a site with regulated reuse materials in proximity to the proposed Etna Street Station. No contaminated area identified by the Phase II ESA presents a risk of adverse effects due to ground disturbing activities (such as causing adverse effects beyond the area of disturbance or contributing to groundwater contamination). No additional impacts are expected beyond the results reported in the EA/FONSI.

FIGURE 2-8: 15% ETNA STREET STATION

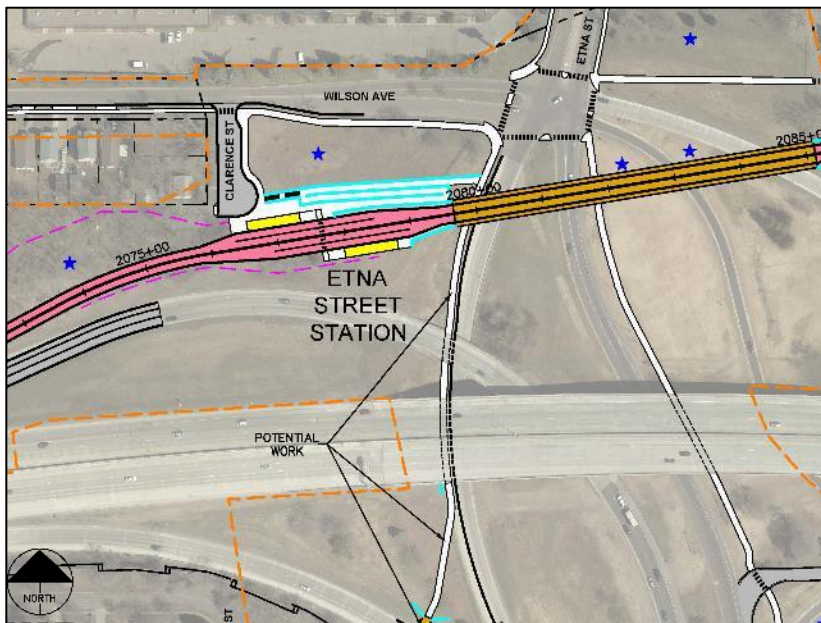
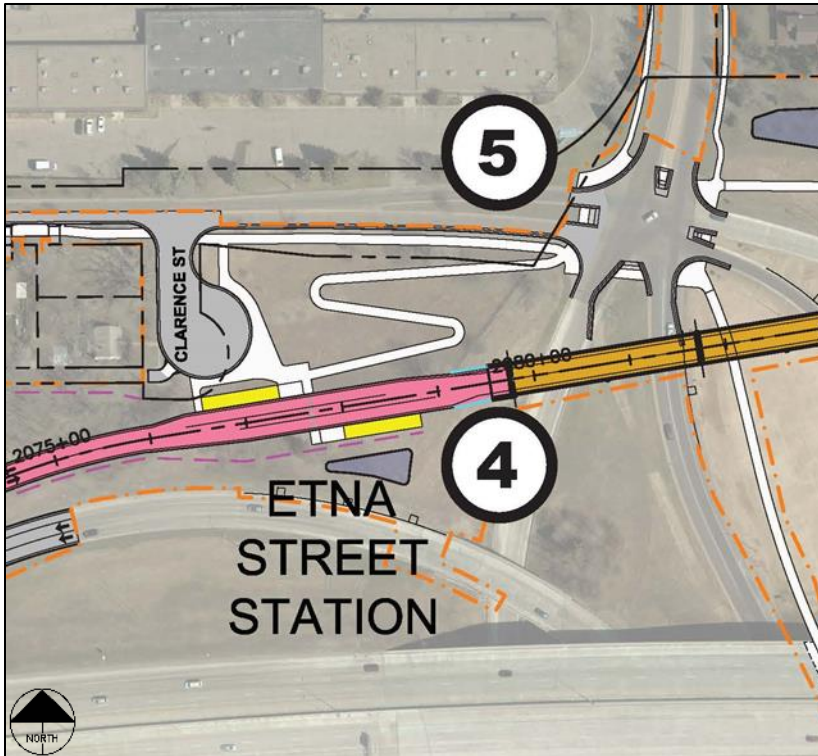




FIGURE 2-9: 30% ETNA STREET STATION



2.2.5 Design Change 5: Etna Street and Wilson Street

Table 2-6 summarizes impacts to resources potentially affected by the 30 percent design change at Etna Street and Wilson Street. Figure 2-10 and Figure 2-11 show 15 percent design and 30 percent design, respectively.

TABLE 2-6: ETNA STREET AND WILSON STREET: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Pedestrian and Bicycle Facilities	Sidewalks and crosswalks proposed throughout intersection.	Crossing width reduced by approximately 12 feet.	Reduced street width improves safety of pedestrian and bicyclist crossing.
Traffic	Existing right-turn lane from Wilson Avenue to Etna Street is retained.	Removed right-turn lane due to low traffic volume.	No change to traffic level of service.

2.2.5.1 Pedestrian and Bicycle Facilities

The EA/FONSI proposed constructing sidewalks, ramps and crosswalks at the Wilson Avenue/Etna Street/TH 61 intersection for pedestrians and bicycles. The 30 percent design removes the eastbound to southbound right-turn lane, which reduces crossing times for pedestrians and bicyclists.



2.2.5.2 Traffic

The EA/FONSI retained the existing eastbound to southbound right-turn movement on Wilson Avenue. Under the 30 percent design, the removal of the right-turn lane from Wilson Avenue will not impact traffic operations due to low traffic volumes on Wilson Avenue. The most recent traffic volumes (2018) on Wilson Avenue are 1,950 vehicles per day (source: MnDOT Traffic Mapping Application). Approximately 340 vehicles per day use the right-turn movement, of which approximately 21 to 27 vehicles per day use the right-turn movement during peak morning and evening travel times.

FIGURE 2-10: 15% DESIGN ETNA STREET AND WILSON STREET

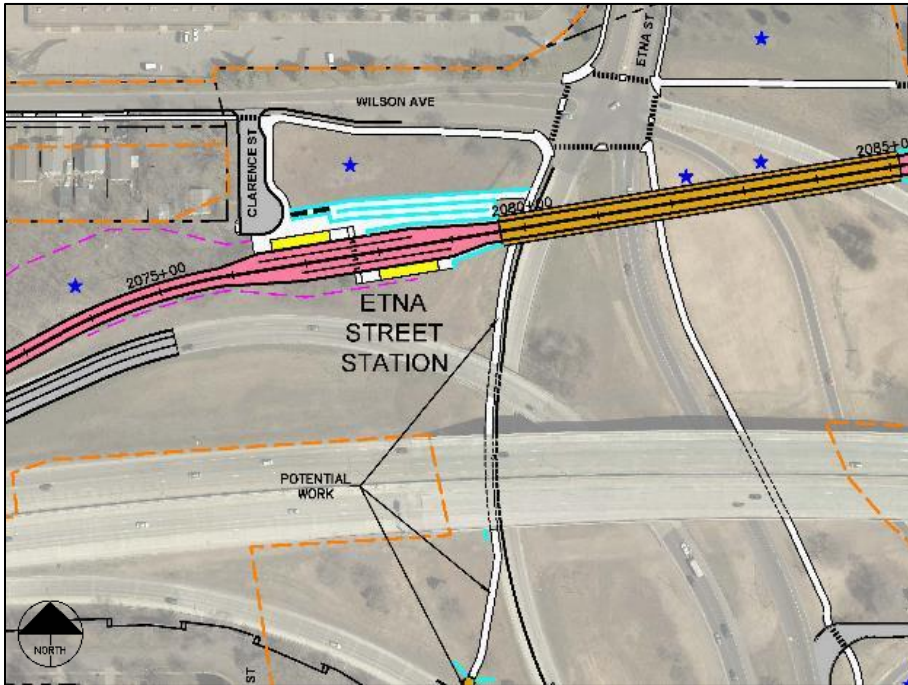
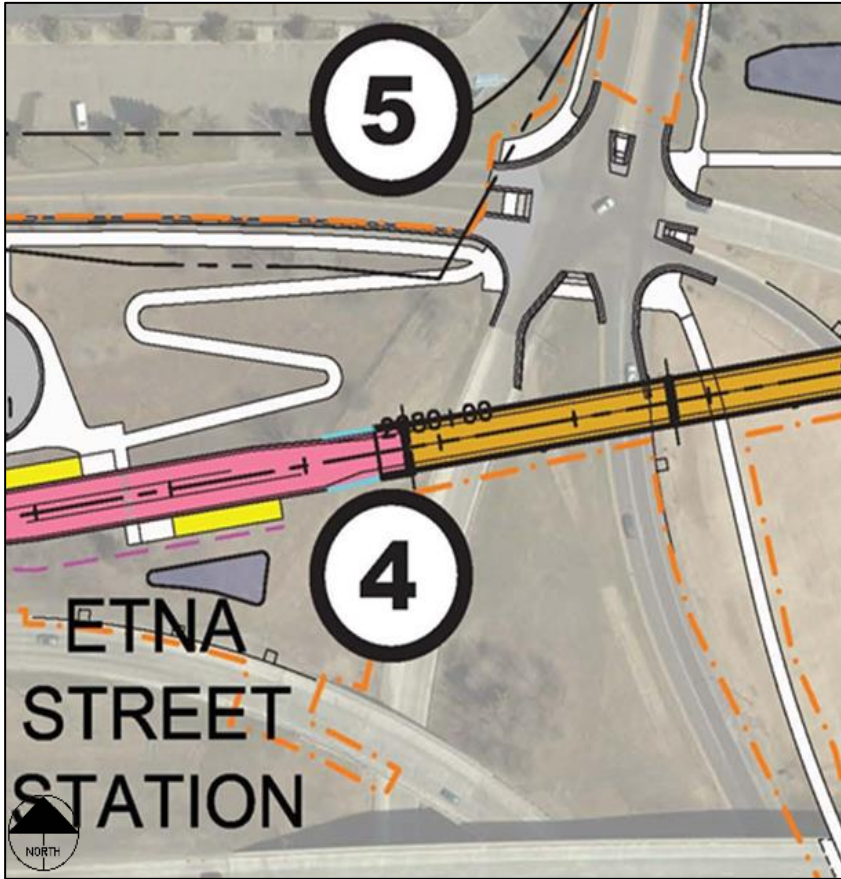




FIGURE 2-11: 30% ETNA STREET AND WILSON STREET



2.2.6 Design Change 6: Old Hudson Road and Birmingham Street

Table 2-7 summarizes impacts to resources potentially affected by the 30 percent design change at Old Hudson Road and Birmingham Street. Figure 2-12 and Figure 2-13 show 15 percent design and 30 percent design, respectively.

TABLE 2-7: OLD HUDSON ROAD AND BIRMINGHAM STREET: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Pedestrian and Bicycle Facilities	Pedestrian/bicycle access provided along north side of Old Hudson Road to connect TH 61.	Trail connection moved to south side of Old Hudson Road. Connection to TH 61 retained.	No change.



2.2.6.1 Pedestrian and Bicycle Facilities

The EA/FONSI proposed pedestrian and bicycle connections between Old Hudson Road and TH 61. The 30 percent design still completes pedestrian and bicycle connections to existing sidewalks at Old Hudson Road and Birmingham Street and the Etna Street Station.

FIGURE 2-12: 15% DESIGN OLD HUDSON ROAD AND BIRMINGHAM STREET

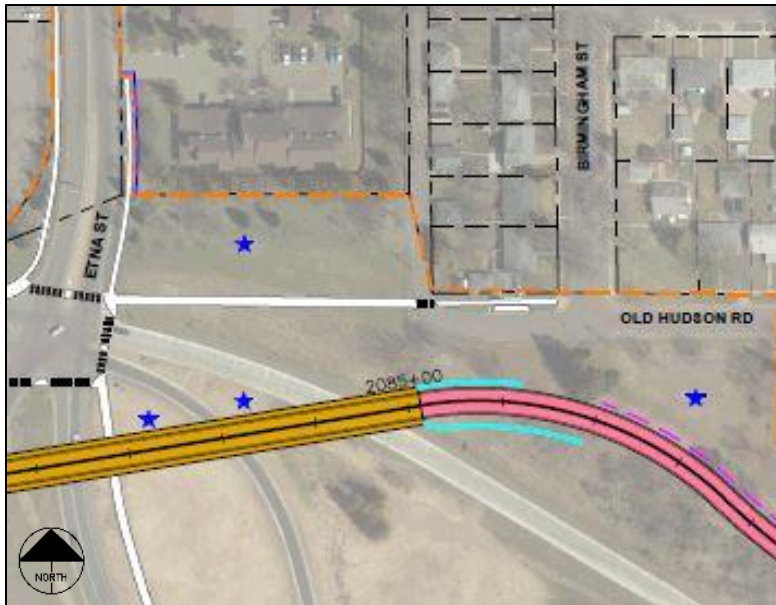
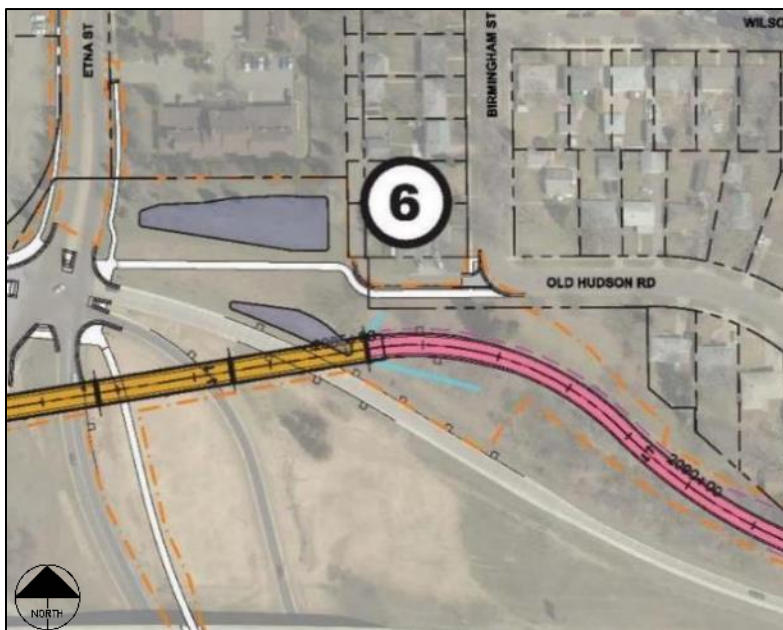


FIGURE 2-13: 30% DESIGN OLD HUDSON ROAD AND BIRMINGHAM STREET





2.2.7 Design Change 7: Burns Avenue

Table 2-8 summarizes impacts to resources potentially affected by the 30 percent design change at Burns Avenue. Figure 2-14 and Figure 2-15 show 15 percent design and 30 percent design, respectively.

TABLE 2-8: BURNS AVENUE: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Pedestrian and Bicycle Facilities	Pedestrian/bicycle connections on both sides of TH 61, north of Burns Avenue.	Removed west side connection. Added ramps, signals and refuge at TH 61/Burns Avenue intersection.	Removed west side connection. East side connection maintained, along with improved intersection modifications.
Cultural Resources	Assessment of effects on historic properties will be conducted per the terms of the Project's PA.	Assessment of effects are ongoing per the terms of the Project's PA.	No change.
Hazardous Materials and Contamination	The proposed work is not located in medium or high-risk sites.	No additional impacts anticipated.	No change.
Section 4(f)	No impacts identified to Section 4(f) properties south of Burns Avenue.	Proposed ADA changes are within existing ROW; no impact on Section 4(f) properties.	No change.

2.2.7.1 Pedestrian and Bicycle Facilities

The EA/FONSI proposed new facilities on both sides of TH 61, through the I-94 interchange to connect to the Etna Street Station. These facilities would connect to existing crosswalks and sidewalks near the TH 61/Burns Avenue intersection; however, improvements were limited to the north side of the intersection. The 30 percent design removes the pedestrian connection on the west side of TH 61. Pedestrian and bicycle access are retained on the east side of TH 61 and ADA-compliant ramps, refuge islands and pedestrian signals are added at the TH 61/Burns Avenue intersection to provide improved pedestrian/bicycle access for the entire intersection, which benefits pedestrians and bicyclists.

2.2.7.2 Cultural Resources

The EA/FONSI did not identify archeological or historical cultural resources within the APE. The assessment of effects on historic properties will be conducted on 30 percent design per the terms of the Project's PA.

2.2.7.3 Hazardous Materials and Contamination

The EA/FONSI did not identify medium or high-risk sites in the vicinity of the TH 61/Burns Avenue Intersection. Phase II ESA evaluations did not identify a risk of adverse effects due to ground disturbing activities. The 30 percent design changes are within the 500-foot study area for the Phase I ESA and would not result in additional



impact from medium or high-risk sites. No additional impacts are expected beyond results reported in the EA/FONSI.

2.2.7.4 Section 4(f)

The EA/FONSI found the pedestrian and bicycle facilities proposed at the TH 61/Burns Avenue intersection would not impact Indian Mound Regional Park and Battle Creek Regional Park. Indian Mound Regional Park is in the southwest corner of the intersection, and Battle Creek Regional Park is southeast of the intersection. The 30 percent design includes crosswalk and sidewalk modifications in the southwest and southeast corners of the intersection. The Council coordinated with MnDOT and the City of Saint Paul to maintain improvements within the existing transportation ROW, which avoids impacts to either park.

FIGURE 2-14: 15% DESIGN BURNS AVENUE



FIGURE 2-15: 30% DESIGN BURNS AVENUE





2.2.8 Design Change 8: McKnight Trail Alignment on 3M Campus

Table 2-9 summarizes impacts to resources potentially affected by the 30 percent design change for the McKnight Trail Alignment on the 3M Campus. Figure 2-16 and Figure 2-17 show 15 percent design and 30 percent design, respectively.

TABLE 2-9: MCKNIGHT TRAIL ALIGNMENT ON 3M CAMPUS: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Acquisitions, Displacements and Relocations	0.34-acre acquisition anticipated.	0.52-acre acquisition on same parcel.	0.18-acre additional acquisition.
Pedestrian and Bicycle Facilities	Trail with at-grade crossing to north side of guideway.	Trail shifted to the north side of the guideway.	Improved pedestrian/bicycle access
Cultural Resources	Assessment of effects on historic properties will be conducted per the terms of the Project's PA.	Assessment of effects are ongoing per the terms of the Project's PA.	No change.

2.2.8.1 Acquisitions, Displacements and Relocations

The EA/FONSI proposed the pedestrian/bicycle trail access over McKnight Road from the southside of the BRT guideway, which would acquire a total of 0.34 acres on the 3M Campus property. The 30 percent design changes relocate the trail access to the north side of the guideway, which would acquire a total of 0.52 acres from the 3M Campus.

2.2.8.2 Pedestrian and Bicycle Facilities

The at-grade pedestrian/bicycle access proposed in the EA/FONSI was eliminated due to City of Maplewood concerns for safety. The BRT bridge crossing McKnight will include a trail to provide grade separated access.

2.2.8.3 Cultural Resources

The EA/FONSI indicates the pedestrian/bicycle trail is located within the APE for the historic 3M Campus. The 30 percent design changes are within the APE and the additional acquisition for revised access will respond to the context of the 3M Campus. The assessment of effects on historic properties will be conducted on 30 percent design per the terms of the Project's PA.



FIGURE 2-16: 15% DESIGN MCKNIGHT TRAIL ALIGNMENT ON 3M CAMPUS

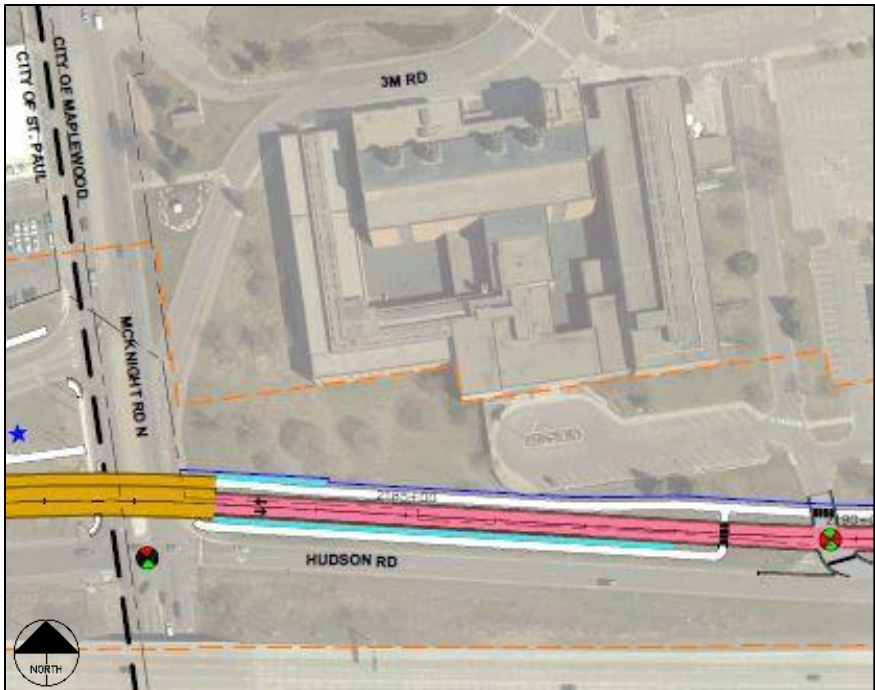
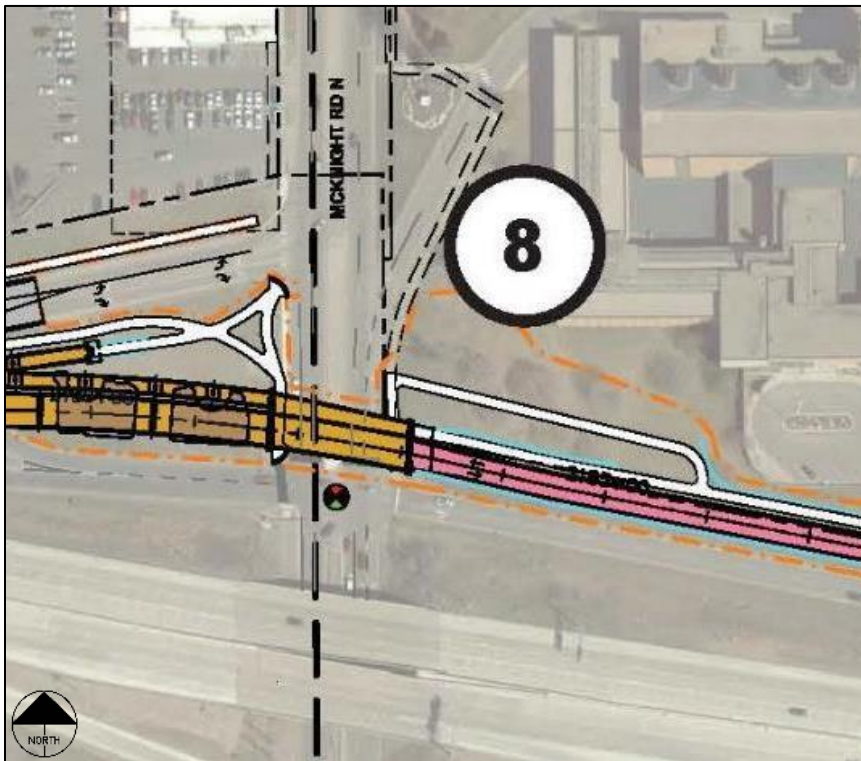


FIGURE 2-17: 30% DESIGN MCKNIGHT TRAIL ALIGNMENT ON 3M CAMPUS





2.2.9 Design Change 9: Eastern Trail on 3M Campus

Table 2-10 summarizes impacts to resources potentially affected by the 30 percent design change for the Eastern Trail on the 3M Campus. Figure 2-18 and Figure 2-19 show 15 percent design and 30 percent design, respectively.

TABLE 2-10: EASTERN TRAIL ON 3M CAMPUS: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Pedestrian and Bicycle Facilities	Pedestrian and bicycle access provided by two separate trails proposed.	Pedestrian and bicycle access combined as one trail between Century Avenue to 19 th Street.	Access maintained and improved.
Cultural Resources	Assessment of effects on historic properties will be conducted per the terms of the Project's PA. Proposed work is within the 3M Campus historic boundary.	Assessment of effects are ongoing per the terms of the Project's PA.	No change.

2.2.9.1 Pedestrian and Bicycle Facilities

The EA/FONSI proposed restoring the private trail system on the 3M Campus separate from a new public pedestrian/bicycle trail system. The 30 percent design streamlines and maintains pedestrian access for both public and private users.

2.2.9.2 Cultural Resources

The EA/FONSI indicates the pedestrian/bicycle trail is located within the APE for the historic 3M Campus. The 30 percent design modifications are within the APE. The assessment of effects on historic properties will be conducted on 30 percent design per the terms of the Project's PA.



FIGURE 2-18: 15% DESIGN EASTERN TRAIL ON 3M CAMPUS

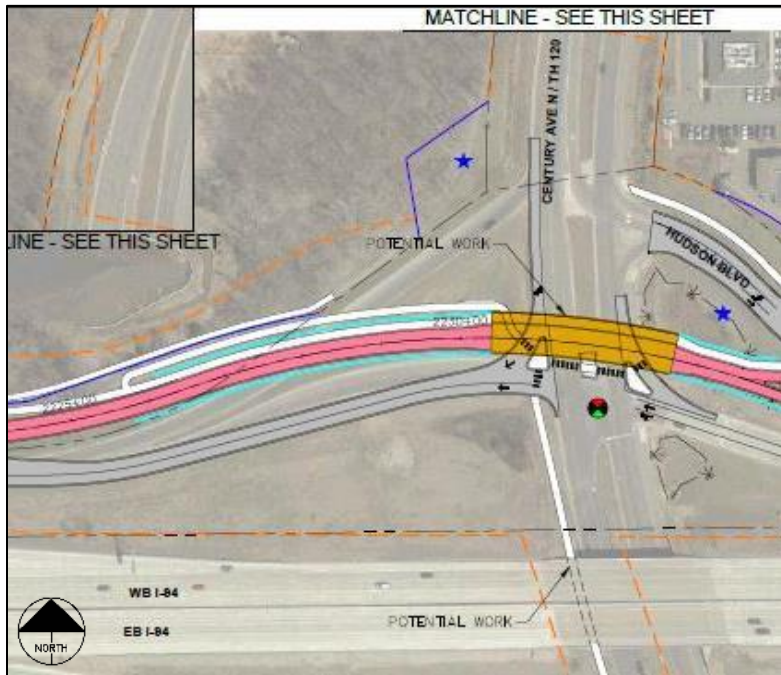
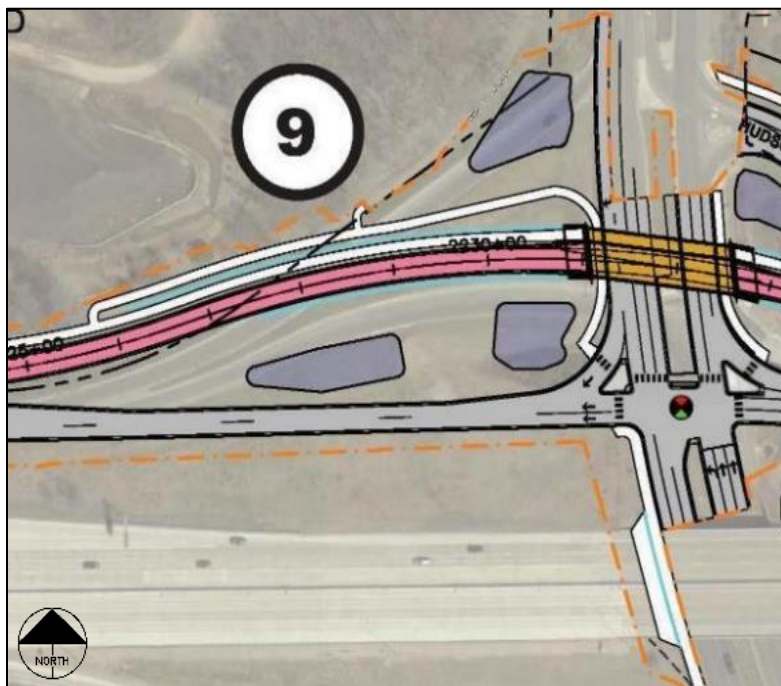


FIGURE 2-19: 30% DESIGN EASTERN TRAIL ON 3M CAMPUS





2.2.10 Design Change 10: Century Avenue

Table 2-11 summarizes impacts to resources potentially affected by the 30 percent design change for Century Avenue. Figure 2-20 and Figure 2-21 show 15 percent design and 30 percent design, respectively.

TABLE 2-11: CENTURY AVENUE: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Traffic	Intersection operates at Level of Service (LOS) D or better.	Left-turn storage lane extended 150 feet south of I-94 eastbound ramps.	150-foot left-turn lane. Traffic operations at intersection maintained.

2.2.10.1 Traffic

The proposed intersection reconstruction improvements reported in the EA/FONSI maintain an acceptable LOS D. Northbound left-turn queuing movement extends past I-94 eastbound ramps under both 2040 No-Build and Build conditions. The 30 percent design moves the westbound I-94 ramp intersection with Century Avenue further south, reducing storage for northbound to westbound left-turn movements. The 30 percent design extends left-turn storage south of the eastbound I-94 ramp intersection with Century Avenue by 150 feet to maintain traffic queuing. The added left-turn storage is accommodated within an existing median south of the intersection. Coordination with FHWA occurred related to the potential need of an Interchange Access Report (IAR). FHWA concurred that an IAR would not be needed. That documentation can be found in Appendix A.

FIGURE 2-20: 15% DESIGN CENTURY AVENUE

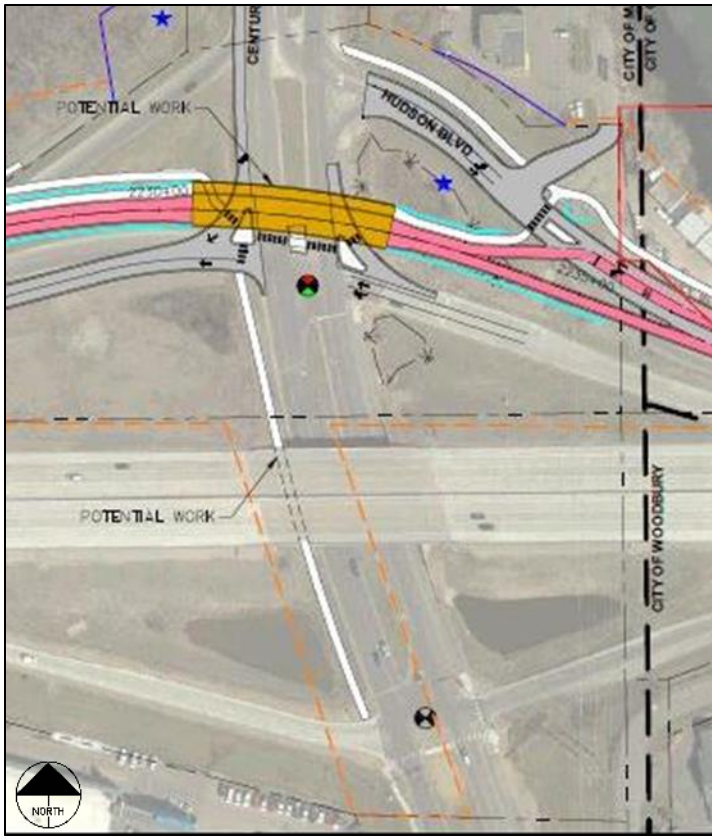
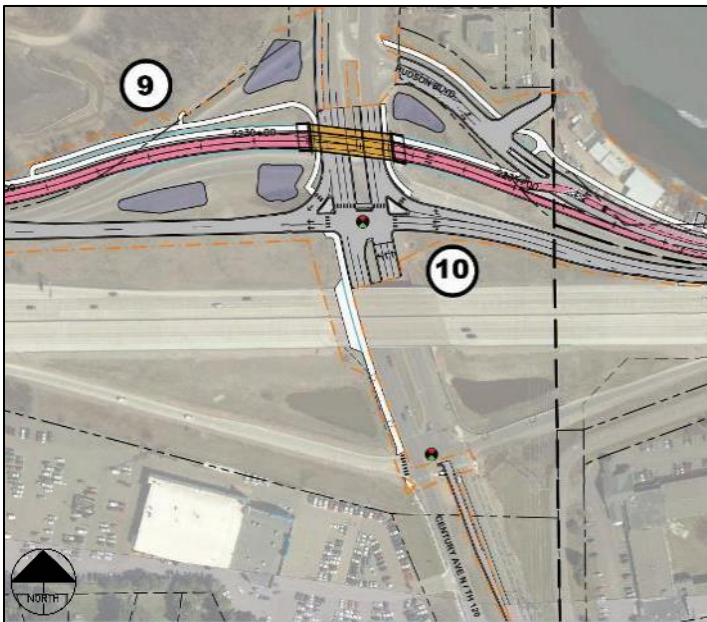


FIGURE 2-21: 30% DESIGN CENTURY AVENUE





2.2.11 Design Change 11: Apostolic Bible Institute

Table 2-12 summarizes impacts to resources potentially affected by the 30 percent design change at the Apostolic Bible Institute. Figure 2-22 and Figure 2-23 show 15 percent design and 30 percent design, respectively.

TABLE 2-12: APOSTOLIC BIBLE INSTITUTE: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Parking and Driveways	8 off-street parking spaces removed; driveway access at ABI relocated 180 feet north along Hadley Avenue.	Parking impacts are reduced. No parking spaces lost.	Loss of 8 parking spaces eliminated. Driveway impacts unchanged.
Acquisitions, Displacements, and Relocations	3.38 acres partial acquisition along edges of ABI parcel, no facility buildings impacted.	0.59 acres partial acquisition.	Acquisition reduced by 2.79 acres.
Community Facilities, Character, Cohesion	See comments above	See comments above	Reduced parking and acquisition impacts as noted above.

2.2.11.1 Parking and Driveways

The roadway design speed of 30 mph required a guideway curve that removes eight parking spaces on the ABI property and relocated driveway access at the southeast corner of the property 180 feet north of its existing location. The reduced design speed of 25 mph proposed under the 30 percent design allows a sharper guideway curve that eliminates the impacts to parking spaces. The driveway shift remains unchanged from what is reported in the EA/FONSI.

2.2.11.2 Acquisitions, Displacements and Relocations

The guideway design presented in the EA/FONSI required approximately 3.38 acres from the ABI property. With the reduced guideway impacts noted previously, the estimated acquisition is reduced to approximately 0.59 acres with the 30 percent design modifications.

2.2.11.3 Community Facilities, Character and Cohesion

The EA/FONSI identified the eight removed parking spaces and shifted driveway access as an impact to ABI as a community facility. The impact to this community facility is reduced as noted in Section 4.11.1 and Section 4.11.2. No other changes to community character and cohesion are expected with the 30 percent design modifications.



FIGURE 2-22: 15% DESIGN APOSTOLIC BIBLE INSTITUTE

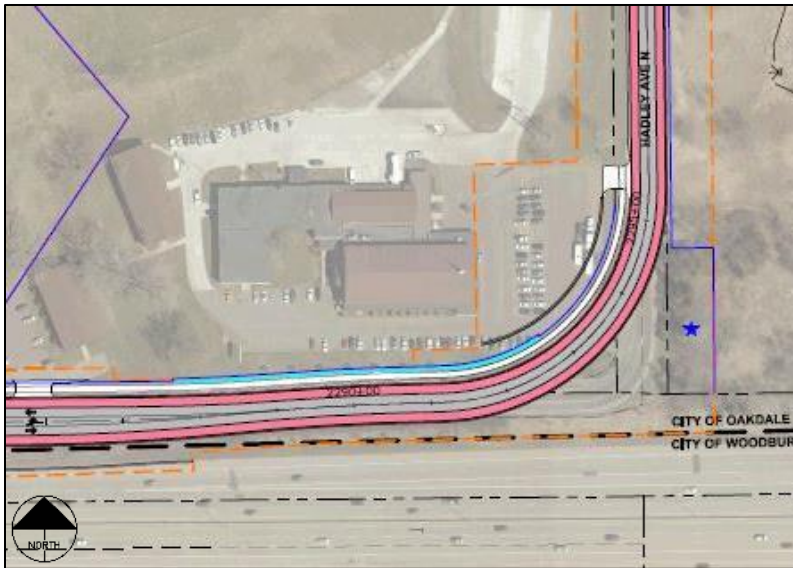
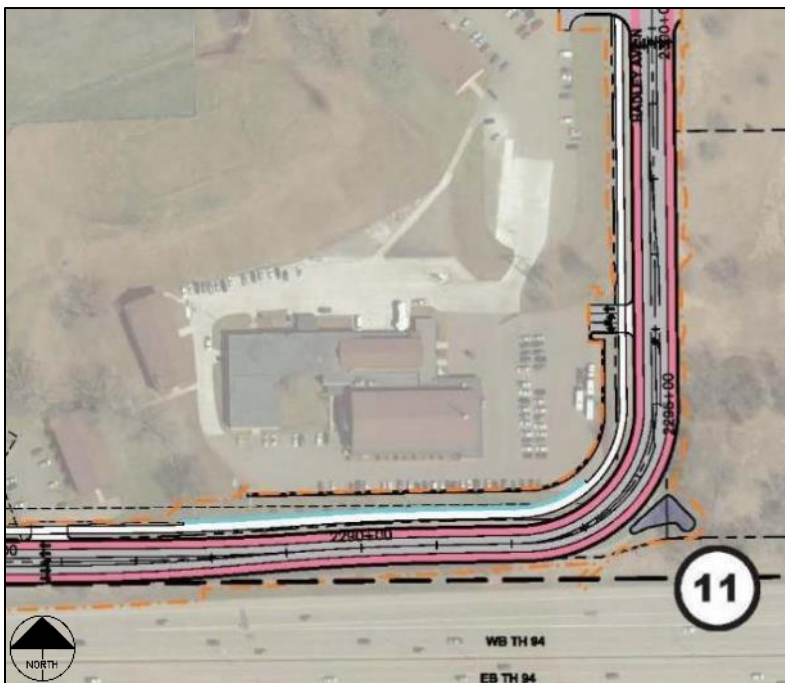


FIGURE 2-23: 30% DESIGN APOSTOLIC BIBLE INSTITUTE





2.2.12 Design Change 12: Helmo Park-and-Ride

Table 2-13 summarizes impacts to resources potentially affected by the 30 percent design change for the Helmo Park-and-Ride. Figure 2-24 and Figure 2-25 show 15 percent design and 30 percent design, respectively.

TABLE 2-13: HELMO PARK-AND-RIDE: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Land Use Compatibility	Proposed park-and-ride is consistent with city's BRTOD plan.	Change remains consistent with city's TOD plan.	No change.
Parking and Driveways	Proposed 100 parking spaces.	38 parking spaces added for a total of 138 parking spaces.	38 parking spaces added.
Hazardous Materials and Contamination	Park-and-ride is in a medium risk site. Entire parcel investigated in Phase 1 ESA. No additional risk identified in Phase II ESA.	Design modifications are within the 500-foot study area for the Phase I ESA. No additional impacts.	No change.

2.2.12.1 Land Use Compatibility

The EA/FONSI reports that in response to plans for the Project, the portion of Helmo Avenue south of 4th Street and extending to Hudson Boulevard, is planned for mixed-use TOD and park-and-ride. The 30 percent design for the Helmo Park-and-Ride and access routes remain consistent with the City of Oakdale's land use plans.

2.2.12.2 Parking and Driveways

The EA/FONSI noted the Project would fully acquire one parcel from Crossroads Properties Inc. to construct the Helmo Avenue Station Park-and-Ride, which would eliminate 156 parking spaces but add 100 parking spaces. The impact was not identified as significant as the site is proposed for future TOD use. The 30 percent design adds another 38 parking spaces for a total of 138 parking spaces to further support TOD plans and increase the project rating.

2.2.12.3 Hazardous Materials and Contamination

The Phase I ESA completed for the EA/FONSI reported the park-and-ride is in a location with a medium risk rating. The Phase II ESA identified a site with regulated reuse materials in proximity to the proposed Helmo Park-and-Ride. No contaminated area identified by the Phase II ESA presents a risk of adverse effects due to ground disturbing activities (such as causing adverse effects beyond the area of disturbance or contributing to groundwater contamination). The 30 percent design changes are within the 500-foot study area for the Phase I ESA and no additional impacts are expected beyond results reported in the EA/FONSI.



FIGURE 2-24: 15% DESIGN HELMO PARK-AND-RIDE

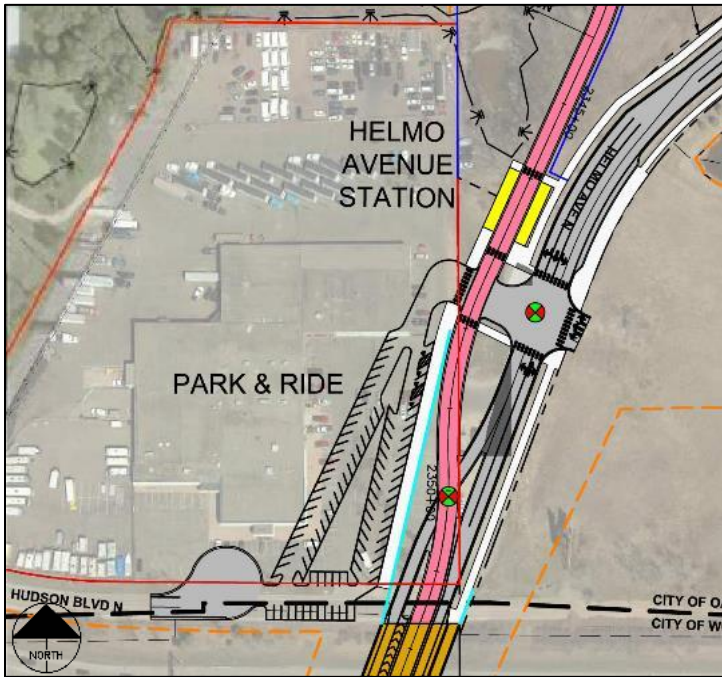
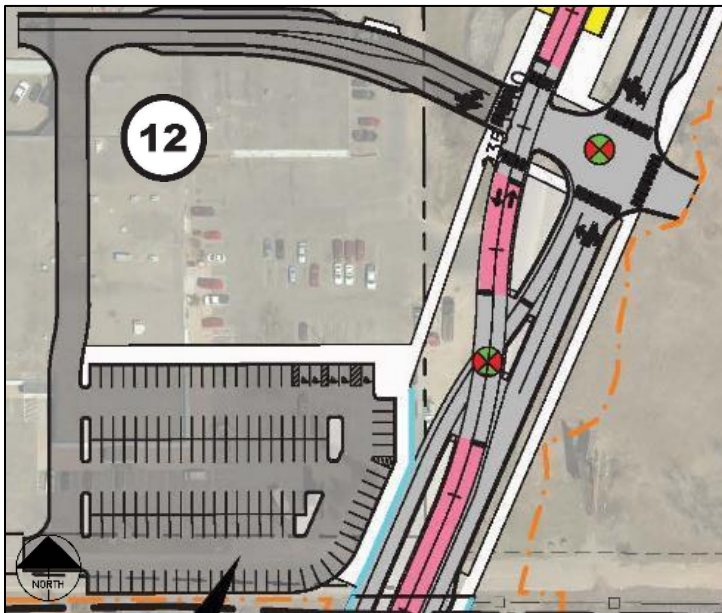


FIGURE 2-25: 30% DESIGN HELMO PARK-AND-RIDE





2.2.13 Design Change 13: North of I-94 at 4th Street and Helmo Avenue (MN Pipeline)

Table 2-14 summarizes impacts to resources potentially affected by the 30 percent design change north of I-94 at 4th Street and Helmo Avenue (MN Pipeline). Figure 2-26 and Figure 2-27 show 15 percent design and 30 percent design, respectively.

TABLE 2-14: NORTH OF I-94 AT 4TH STREET/HELMO AVENUE: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Acquisitions, Displacements, and Relocations	Acquisition required from 8-acre parcel north of I-94 for new bridge and guideway	No additional acquisition.	No change.
Utilities	MN Pipeline oil pipeline and other utilities in LOD.	Northern end of guideway bridge shifted to avoid MN Pipeline impact.	Utility impact reduced. No change to commitments for ongoing coordination.
Floodplain	Guideway impacts 3,820 cubic yards of floodplains at waterbody BC-53.	Guideway shift impacts 2,388-cubic yards at BC-53.	Floodplain impacts reduced by approximately 1,432 cubic yards.
Surface Water	Guideway impacts 0.43 acre at Wetland 48-1.	Impacts to Wetland 48-1 were reduced from 0.43 to 0.27 acre.	Wetland impacts reduced by 0.16-acre.
Hazardous Materials and Contamination	The proposed guideway is adjacent to medium risk site. No additional risk identified in Phase II ESA.	Design modifications are within the 500-foot study area for the Phase I ESA. No additional impacts.	No change.
Biological Environment	The LOD included 11.7 acres of the High Potential Zone (HPZ) for the Rusty Patched Bumble Bee (RPBB).	The LOD reduced to 7.1-acre HPZ area.	Impact within HPZ reduced by 4.6 acres. Section 7 concurrence remains valid.

2.2.13.1 Acquisitions, Displacements and Relocations

The EA/FONSI identified an 8-acre acquisition from a parcel north of I-94 to construct the BRT bridge over I-94, as well as the guideway and a new Helmo Avenue extension south of 4th Street. The 30 percent design shifts the north end of the bridge east by 50 feet to avoid utility impacts (see Section 4.13.3). The Helmo Avenue extension



and BRT guideway are also shifted easterly as well. The alignment shift will be maintained with the same parcel acquisition identified in the EA/FONSI and no changes to acquisitions are anticipated.

2.2.13.2 Utilities

The EA/FONSI identified potential impacts to utilities. The MN Pipeline and Flint Hills Resources operate underground oil pipelines in the limits of disturbance (LOD). Other utilities, including fiber optic cable, electricity, water and sewer services are in the LOD. The EA/FONSI included commitments to continued coordination through design advancement to minimize potential impacts. The 30 percent design shifts the northern end of the guideway bridge 50 feet to the east to address concerns from MN pipeline maintenance staff. The Council will continue to confirm and map locations of existing utilities in the Project area during design advancement. Utilities will be avoided where practicable.

2.2.13.3 Floodplain

The EA/FONSI estimated the BRT guideway impacted 3,820 cubic yards of floodplains at waterbody BC-53. The 30 percent design as noted in Section 4.13.3 reduces impacts to 2,388 cubic yards. The Joint WCA/404 permit recently received for the Project accounts for this revised impact.

2.2.13.4 Surface Water

The EA/FONSI estimated the BRT guideway impacted 0.43 acre at Wetland 48-1. The 30 percent design, as noted in Section 4.13.3, reduces impacts to 0.27 acre. The Joint WCA/404 permit recently received for the Project accounts for this revised, smaller impact.

2.2.13.5 Hazardous Materials and Contamination

The Phase I ESA completed for the EA/FONSI reported the alignment is adjacent to an area with a medium risk rating. The Phase II ESA identified a site with regulated reuse materials in proximity to the guideway alignment. No contaminated area identified by the Phase II ESA presents a risk of adverse effects due to ground disturbing activities (such as causing adverse effects beyond the area of disturbance or contributing to groundwater contamination). The 30 percent design changes are within the 500-foot study area for the Phase I ESA and no additional impacts are expected beyond results reported in the EA/FONSI.

2.2.13.6 Biological Environment

The EA/FONSI identified that the LOD for the guideway alignment travels through 11.7 acres of the High Potential Zone (HPZ) for the Rusty Patched Bumble Bee (RPBB). The modified LOD for 30 percent design reduces impacts in the HPZ to 7.1 acres. The U.S. Fish and Wildlife Service (USFWS) concurred the Project may affect, but is not likely to adversely affect, the RPBB based on 30 percent design. The Council further committed to continued coordination with the USFWS to avoid and minimize construction impacts during the RPBB active season and avoid impacting suitable overwintering habitat during the inactive season. Disturbed areas will be reseeded with a native floral seed mix. The Council also committed to conducting field surveys with USFWS during the Spring/Summer 2021 to determine presence of the RPBB in the HPZ within the Project's 30 percent LOD. The USFWS Section 7 concurrence remains valid with these changes.

No additional impacts to biological resources are reported in the EA/FONSI. The 2008 Minnesota Land Cover Classification System database ranked this area as "1" or poorer in regional significance. No significant ecological areas are within the area of modification north of I-94.



FIGURE 2-26: 15% DESIGN NORTH OF I-94 AT 4TH STREET AND HELMO AVENUE (MN PIPELINE)

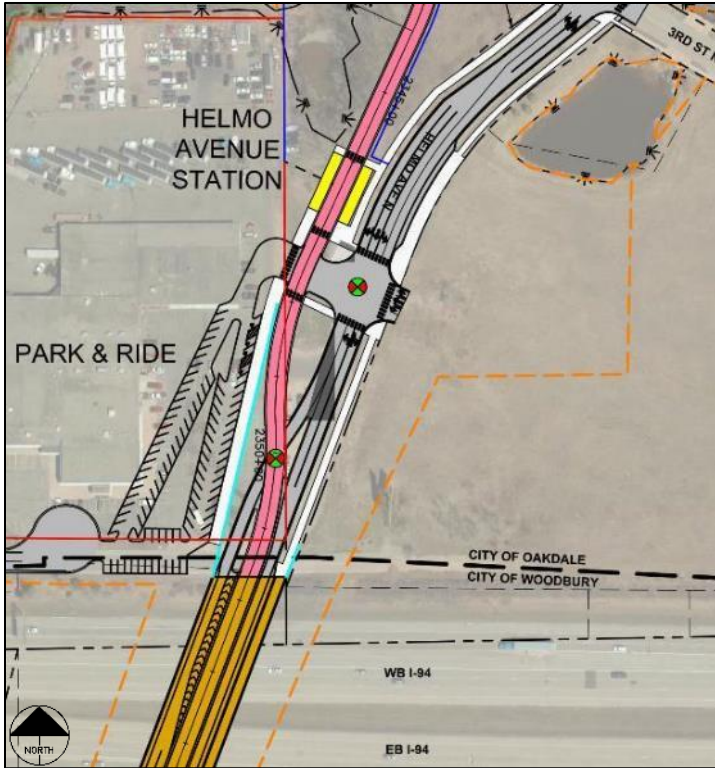
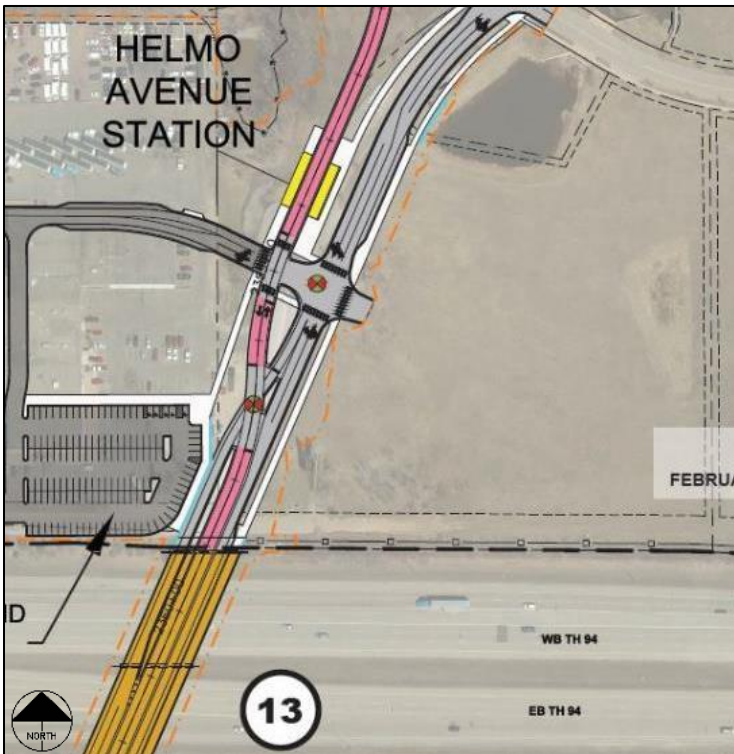


FIGURE 2-27: 30% DESIGN NORTH OF I-94 AT 4TH STREET AND HELMO AVENUE (MN PIPELINE)





2.2.14 Design Change 14: South of I-94 at 500 Bielenberg Drive Stormwater BMP

Table 2-15 summarizes impacts to resources potentially affected by the 30 percent design change south of I-94 at 500 Bielenberg Drive. Figure 2-28 and Figure 2-29 show 15 percent design and 30 percent design, respectively.

TABLE 2-15: SOUTH OF I-94 AT 500 BIELENBERG DRIVE STORMWATER BMP: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Acquisitions, Displacements, and Relocations	Permanent easement of approximately 0.7 acres required for BMP.	Permanent easement of approximately 1.5 acres for expanding the BMP on parcels already identified in the EA.	Approximately 0.8 acres additional permanent easement required within and along existing transportation corridor.
Surface Water	No surface water impacted.	0.24 acres temporary disturbance to expand existing Pond 120-1 under proposed Bielenberg Drive/Helmo Avenue bridge over I-94.	Increased 0.24-acre impact.
Stormwater and Water Quality	BMP of approximately 0.7 acres proposed west of Bielenberg and Hudson Road intersection.	Expand existing Pond 120-1 by 0.24 acre. Proposed BMP-42 expanded to approximately 1.3 acres.	Increased BMP measures by approximately 0.84 acres.
Biological Environment	The LOD included 4.5 acres of the High Potential Zone (HPZ) for the Rusty Patched Bumble Bee (RPBB).	The LOD reduced to 4.1-acre HPZ area.	Impact within HPZ reduced by 0.4 acres. Section 7 concurrence remains valid.
Hazardous Materials and Contamination	The proposed guideway is adjacent to medium risk site. Phase II ESA completed, and Response Action Plan prepared.	Design modifications are within the 500-foot study area for the Phase I ESA. Recommendations from Phase II ESA testing remain valid.	No change.

2.2.14.1 Acquisitions, Displacements and Relocations

The EA/FONSI identified an acquisition for a stormwater BMP of approximately 0.7 acres located west of the proposed Bielenberg Drive/Helmo Avenue bridge over I-94. The 30 percent design currently identifies the need to expand BMPs in the area which are anticipated to acquire up to 1.5 acres of permanent easement. BMP refinements will continue through 60 percent and final design.

2.2.14.2 Surface Water

The EA/FONSI did not identify impacts to surface water features at the 500 Bielenberg site. The 30 percent design currently identifies additional BMPs in the area that include expanding existing pond 120-1 by 0.24 acres.



No other existing surface waters would be impacted. The Joint WCA/404 permit recently received for the Project accounts for this revised impact.

2.2.14.3 Stormwater and Water Quality

The EA/FONSI reports that alignment D3 would add or reconstruct 29 acres of impervious surface, which would require volume and rate control to use existing storm sewer systems. An approximately 0.7-acre stormwater BMP was proposed west of the Bielenberg Drive/Hudson Road intersection.

The 30 percent design expands the existing Pond 120-1 by 0.24 acre under the proposed Bielenberg Drive/Helmo Avenue bridge over I-94. The BMP-42 pond is expanded to approximately 1.33 acres. The Council will perform hydrologic modeling of the current and proposed conditions as design continues to advance to assess the efficiency of the proposed BMP's and if additional rate-control measures will be required.

2.2.14.4 Biological Environment

The EA/FONSI identified that the LOD for the guideway alignment travels through 4.6 acres of RPBB HPZ. The modified LOD for 30 percent design reduces impacts in the HPZ to 4.1 acres. The expanded BMPs will occur in an area of unmanicured upland grasslands with sparse tree/shrub cover. It is unlikely that the RPBB would be nesting in the area due to the proximity of existing roadways, soil compaction and the low quality of available floral resources.

The U.S. Fish and Wildlife Service (USFWS) concurred the Project may affect, but is not likely to adversely affect, the RPBB based on the 30 percent design plans. The Council further committed to continued coordination with the USFWS to avoid and minimize construction impacts during the RPBB active season and avoid impacting suitable overwintering habitat during the inactive season. Disturbed areas will be reseeded with a native floral seed mix. The Council also committed to conducting field surveys with USFWS during the Spring/Summer 2021 to determine presence of the RPBB in the HPZ within the Project's 30 percent LOD. The USFWS Section 7 concurrence is still valid with these design changes.

No additional impacts to biological resources are reported in the EA/FONSI. The 2008 Minnesota Land Cover Classification System database ranked this area as "1" or poorer regional significance. No significant ecological areas are within the area of modification south of I-94.

2.2.14.5 Hazardous Materials and Contamination

The Phase I ESA completed for the EA/FONSI reported the BMP is in a location with a medium risk rating. Phase II ESA testing was conducted on this property at the proposed BMP location and a Response Action Plan has been prepared. The 30 percent design changes are within the 500-foot study area for the Phase I ESA and there would be no further impacts or changes to the RAP.



FIGURE 2-28: 15% DESIGN SOUTH OF I-94 AT 500 BIELENBERG DRIVE STORMWATER BMP

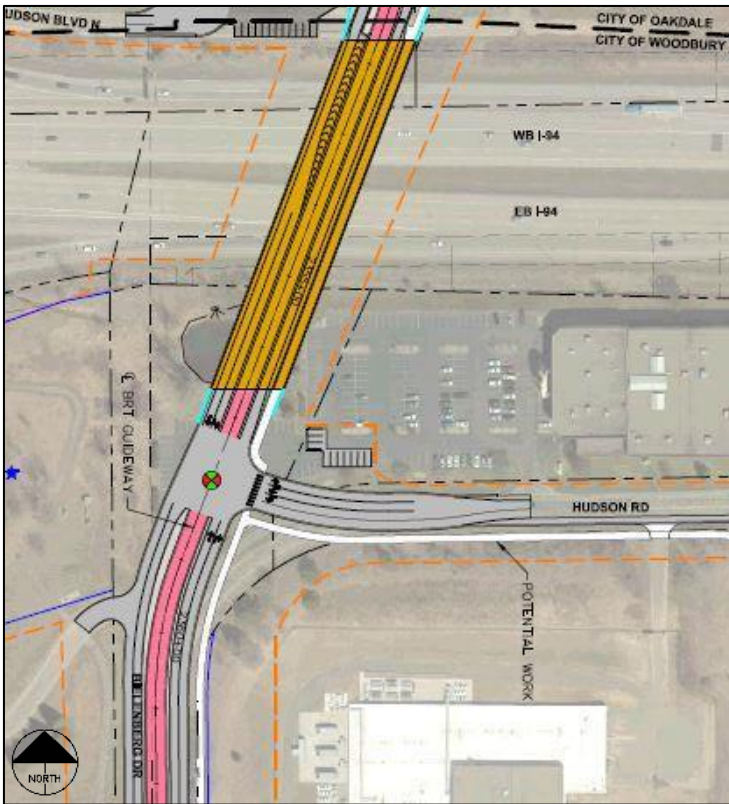
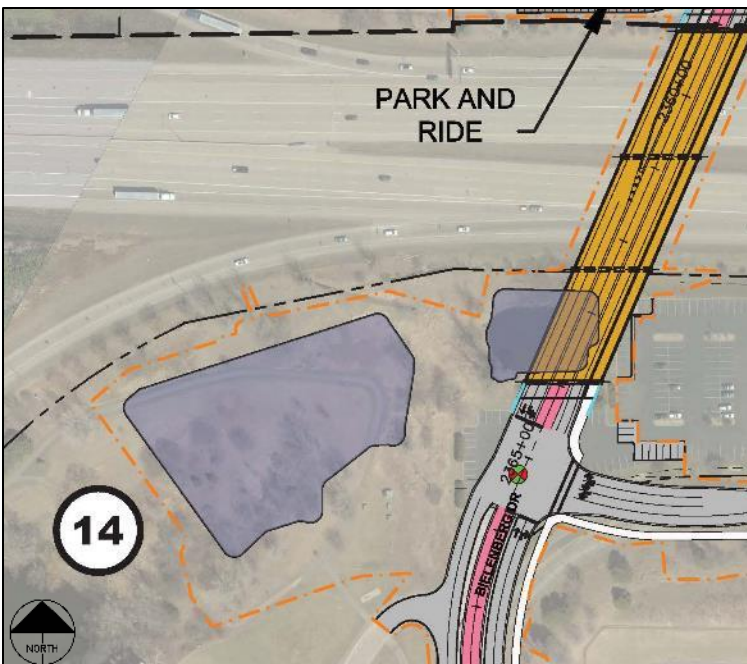


FIGURE 2-29: 30% DESIGN SOUTH OF I-94 AT 500 BIELENBERG DRIVE STORMWATER BMP





2.2.15 Design Change 15: Bielenberg Drive and Tamarack Road

Table 2-16 summarizes impacts to resources potentially affected by the 30 percent design change at Bielenberg Drive and Tamarack Road. Figure 2-30 and Figure 2-31 show 15 percent design and 30 percent design, respectively.

TABLE 2-16: BIELENBERG DRIVE AND TAMARACK ROAD: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Traffic	Existing exclusive right-turn lane converted to shared right-turn/through traffic. No decline in traffic operations.	Exclusive right-turn lane added.	Traffic operations improved.
Section 4(f)	Approximately 250 linear feet of multiuse trail will be shifted about 4.5 east to accommodate Bielenberg Drive reconstruction.	Addition of turning lane does not require further shifting of multiuse trail. Section 4(f) concurrence still valid.	No change.

2.2.15.1 Traffic

The EA/FONSI found the proposed shared through/right-turn lane for the northbound to eastbound traffic movement would not result in further decline in level of service. Based on input from the City of Woodbury, the 30 percent design includes a 300-foot northbound right-turn lane which could improve traffic operations by reducing queueing.

2.2.15.2 Section 4(f)

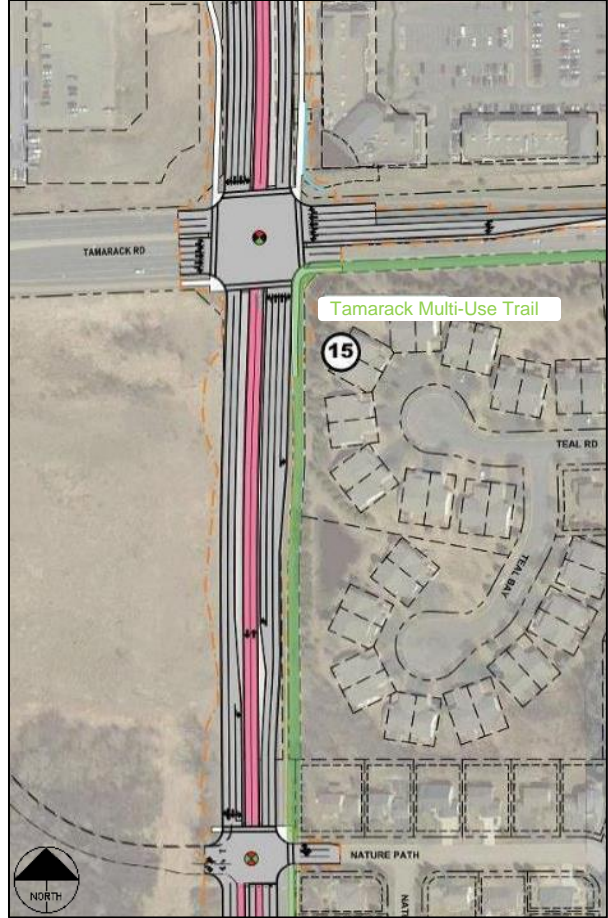
The proposed roadway reconstruction in the EA/FONSI required shifting the multiuse trail 4.5 feet east of its existing alignment within the transportation ROW. This shift remains unchanged with the 30 percent design.



FIGURE 2-30: 15% DESIGN BILENBERG DRIVE AND TAMARACK ROAD



FIGURE 2-31: 30% DESIGN BILENBERG DRIVE AND TAMARACK ROAD



2.2.16 Design Change 16: Guider Drive

Table 2-17 summarizes impacts to resources potentially affected by the 30 percent design change at Guider Drive. Figure 2-32 and Figure 2-33 show 15 percent design and 30 percent design, respectively.

TABLE 2-17: GUIDER DRIVE: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Acquisitions, Displacements, and Relocations	Trail is located within existing transportation ROW.	0.4-acre permanent acquisition for retaining wall to accommodate trail along Guider Drive.	0.4 acre added permanent acquisition.



Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Pedestrian and Bicycle Facilities	Trail connection on north side of Guider Drive from Bielenberg Drive to Woodbury Theatre Station.	Trail on north side of Guider Drive extended 1,500 feet westerly to Woodbury I-494 Park-and-Ride Station. Proposed change improves pedestrian and bicycle access in the area.	Increased pedestrian/bicycle access.

2.2.16.1 Acquisitions, Displacements and Relocations

The EA/FONSI did not identify permanent acquisition at the Woodbury Theatre Station to accommodate a trail connection to Bielenberg Drive. The trail extension behind the station platform requires approximately 0.4 acre of permanent acquisition from an open space area at a multi-residential complex located between the parking lot and street .

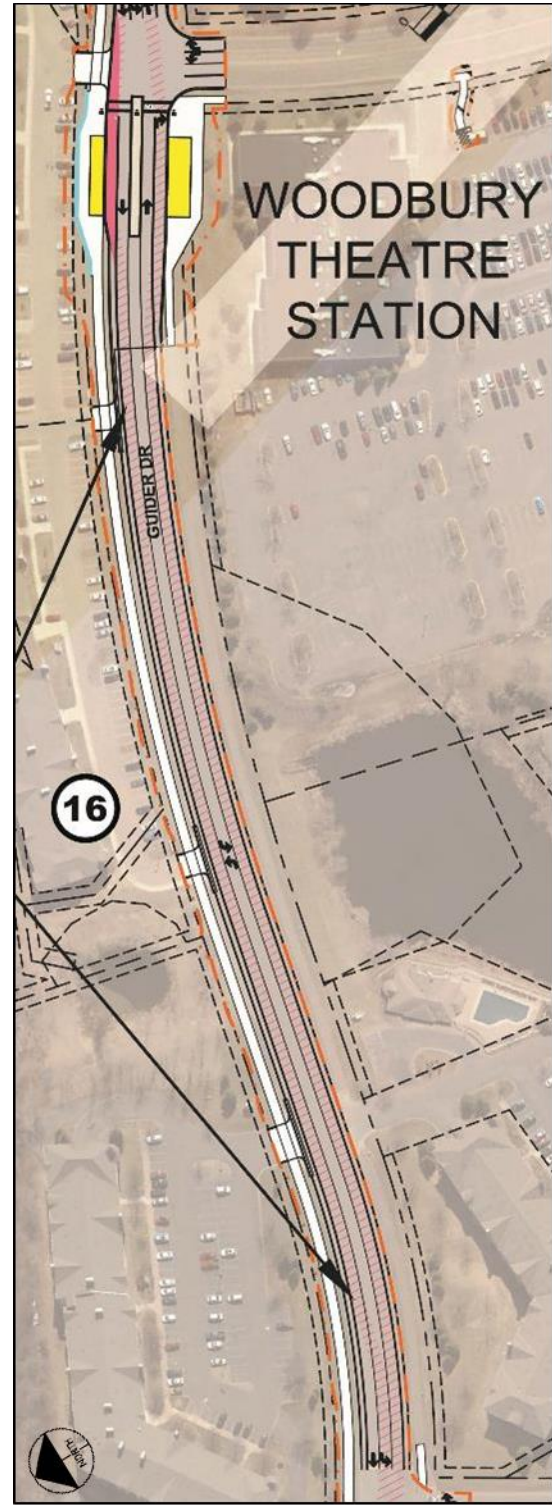
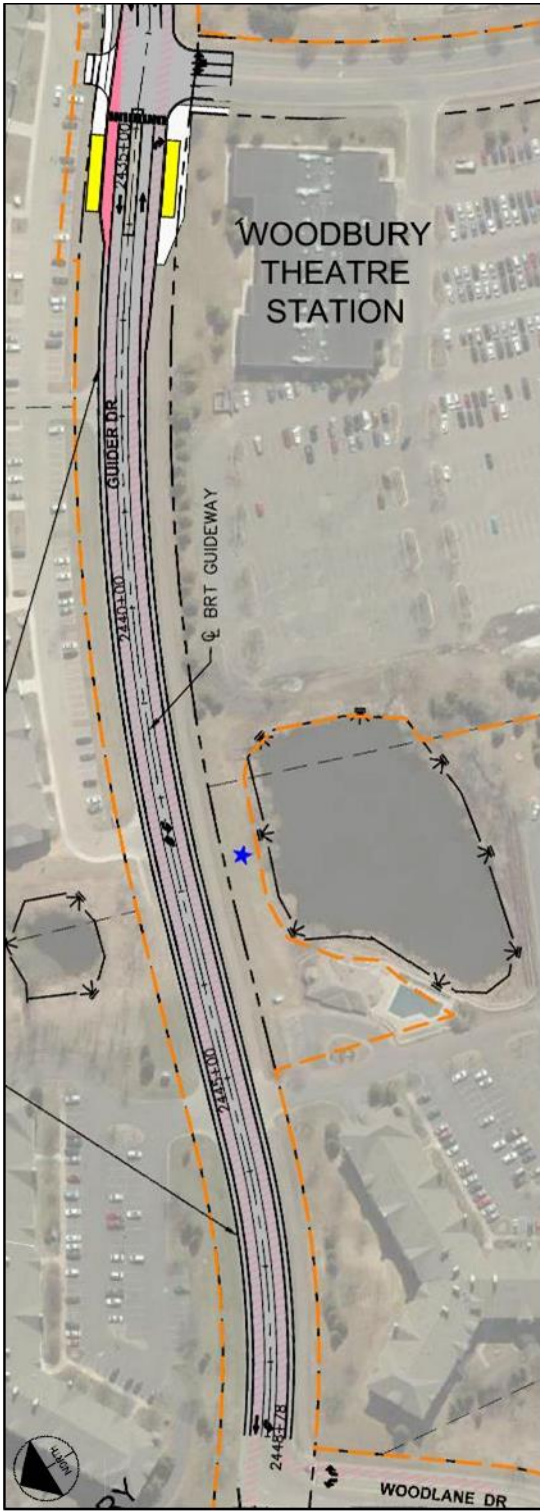
2.2.16.2 Pedestrian and Bicycle Facilities

The EA/FONSI presented a trail connection between Bielenberg Drive and the Woodbury Theatre Station. The 30 percent design that extends the trail connection from the Woodbury Theatre Station to the Woodbury I-494 Park-and-Ride will improve pedestrian and bicycle access.



FIGURE 2-32: 15% DESIGN GUIDER DRIVE

FIGURE 2-33: 30% DESIGN GUIDER DRIVE





2.2.17 Design Change 17: Woodbury I-494 Park-and-Ride with Joint Development

Table 2-18 summarizes impacts to resources potentially affected by the 30 percent design change to the Woodbury I-494 Park-and-Ride to include Joint Development. Figure 2-34 and Figure 2-35 show 15 percent design and 30 percent design, respectively.

TABLE 2-18: WOODBURY I-494 PARK-AND-RIDE WITH JOINT DEVELOPMENT: SUMMARY OF RESOURCES POTENTIALLY IMPACTED BY 30 PERCENT DESIGN CHANGES

Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Traffic	Proposed new traffic signal at Bielenberg Drive/Guider Drive.	No substantial change to traffic operations.	No substantial change.
Parking and Driveways	200 parking spaces proposed.	312 parking spaces were added for GBRT and 300 surface and structured parking added for JD. Total of 812 parking spaces.	Increase of 612 parking spaces for GBRT.
Land Use Compatibility	Proposed park-and-ride is consistent with City of Woodbury's Comprehensive Plan.	Expanded site to include JD opportunity is consistent with City of Woodbury's Comprehensive Plan.	No change; revisions are consistent with local plans.
Acquisitions, Displacements and Relocations	5.5-acre partial acquisition of parcel north of Woodlane Drive acquired.	Full parcel acquisition of 8.7 acres on both sides of Woodlane Drive.	Additional 3.16 acres acquired.
Cultural Resources	Assessment of effects on historic properties will be conducted per the terms of the Project's PA.	Assessment of effects are ongoing per the terms of the Project's PA.	No change.
Visual Quality and Aesthetics	Residents along Guider Drive would have direct views of new park-and-ride surface lot, creating a moderate visual contrast compared to existing conditions.	Residents along Guider Drive would have direct views of new park-and-ride structure, Service Center building and surface lot, creating a moderate-high visual contrast compared to existing conditions.	Views changed to view of parking structure and expanded development of full parcel. Visual contrast would be moderate-high compared to existing conditions.



Potential Resource Areas Impacted	EA/FONSI Impacts	New Impacts	Change in Impacts
Business and Economic Resources	No business displacements. Economic trade-offs between travel savings and new Project jobs and increased tax burden for the project. Positive economic impacts over time.	JD opportunity supports long-term business and economic development in the area.	Increased opportunity for business and economic development.
Environmental Justice	The Project would not result in disproportionately high and adverse effects on environmental justice populations.	JD opportunity provides improved transit access to community services.	Improved access to services. No change to environmental justice finding.
Stormwater and Water Quality	One BMP proposed at park-and-ride location.	3.2-acre increase in impervious area.	3.2-acre increase impervious area. Additional capacity on site, or at nearby existing stormwater ponds.
Surface Water	0.36 acres of Wetland 36-2 (located on the north parcel).	Additional wetland impact (0.57 acres) on southern portion of parcel.	Additional 0.57 acres of prior permitted wetland filled.
Hazardous Materials and Contamination	The proposed park-and-ride is not located in medium or high-risk sites. No additional risk identified in Phase II ESA.	Design modifications are within the 500-foot study area for the Phase I ESA. Proposed modification would not extend into medium or high-risk sites.	No change.
Biological Environment	Park-and-ride is not located in significant ecological area.	The USFWS expanded the HPZ for the RPBB, which now includes the 8.7-acre Woodbury I-494 Park-and-Ride.	8.7 acres within HPZ.
Indirect Effects and Cumulative Impacts	Project would likely support development on the vacant parcels. Potential cumulative impacts to resources.	Design modifications similar to indirect effects and cumulative impacts identified in EA/FONSI.	No substantial change.

2.2.17.1 Traffic

The EA/FONSI proposed a new traffic signal at Bielenberg Drive/Guider Drive intersection to provide efficient movement of BRT buses onto Bielenberg Drive. The 30 percent design modifications maintain the traffic signal at the Bielenberg Drive/Guider Drive intersection. The Project would not result in a decline in level of service. The 30 percent design maintains the traffic signal at Bielenberg Drive/Guider Drive intersection. The added 312 parking spaces at the Woodbury I-494 Park-and-Ride and the JD opportunity would not change the traffic operations reported in the EA/FONSI for most intersections. The analysis showed that all intersections would operate at



same overall LOS except the Bielenberg Drive/Nature Path intersection, which would operate at Level of Service (LOS) B instead of LOS A as reported in the EA/FONSI.

During the PM peak, the southbound left-turn queue at the Woodlane Drive/Valley Creek Road intersection would extend 200 feet, compared to 140 feet identified for the 200-space park-and-ride. This queue would extend beyond the access for the existing gas station in the northwest corner of the intersection as well as the accesses that are 160 feet north of the intersection. The accesses would be expected to be blocked by queues approximately 5-10 percent of the 2040 PM peak hour. The driveway access that is located 50 feet north of the intersection is recommended to be removed when the site is redeveloped. The driveways that are 160 feet from the intersection and blocked for 5-10 percent of the 2040 peak hour are considered to be a minor traffic operations impact and no mitigation is recommended.

2.2.17.2 Parking and Driveways

The EA/FONSI proposed 200 parking spaces at the I-494 Woodbury Park-and-Ride. The 30 percent design provides surface and structure parking for a total of 812 parking spaces; adding 312 parking spaces for a total of 512 GBRT parking spaces, and 300 additional parking spaces for visitors and employees for the Washington County Western Service Center (WSC). Traffic analysis recommends removing access that is located 50 feet north of the Woodlane Drive/Valley Creek Road intersection when the site is redeveloped.

2.2.17.3 Land Use Compatibility

The EA/FONSI found the proposed 200-space park-and-ride would be consistent with the City of Woodbury's Comprehensive Plan. The Council coordinated with the City of Woodbury on the site development changes for the 30 percent design and the changes remain consistent with the City Comprehensive Plan.

2.2.17.4 Acquisitions, Displacements and Relocations

The EA/FONSI identified a 5.5-acre partial acquisition of private property north of Woodlane Drive. The JD opportunity site plan will acquire the entire 8.7-acre parcel on both sides of Woodlane Drive and realign Woodlane Drive to accommodate site development.

2.2.17.5 Cultural Resources

The assessment of effects on historic properties will be conducted on 30 percent design per the terms of the Project's PA.

2.2.17.6 Visual Quality and Aesthetics

The EA/FONSI described a moderate visual contrast for residents along Guider Drive who would have direct views of new park-and-ride surface lot, which is currently undeveloped land. The JD opportunity site will modify these views with a parking structure and expanded development of full parcel. The parking structure will be three to four stories tall, depending on final transit operations and site design. The Service Center building is estimated to be three stories tall and provide approximately 60,000 square feet of office space. Visual contrast would be moderate-high and would be viewed in context with ongoing suburban development in the area, which is supported by the City of Woodbury's Comprehensive Plan.



2.2.17.7 Business and Economic Resources

The EA/FONSI reported no business displacements at the Woodbury I-494 Park-and-Ride Station. The EA/FONSI further noted the economic impact of the Project includes marginal savings benefits to commuters who switch from travel by private automobile to travel by transit. Spending of these savings and the direct effect of new employment in the operation of Gold Line are the main long-term benefits. This is offset by the negative economic impacts of the tax burden of Gold Line – \$229 million in local sales tax collections – which reduces disposable income, and thus local consumer spending and local investment activity. The analysis found that the Project would positively impact the economic environment in the Project area by \$3.0 million per year by 2040, of which 78 percent is realized in 2024.

The JD opportunity supports long-term business and economic development. The Council anticipates that the transit investment and the JD opportunity will incentivize economic development in (at least) 3 adjacent properties: a) redevelopment of the Woodbury Village Shopping Center, b) renovation of the adjacent residential development built over 20 years ago, and c) the future redevelopment of the Metro Transit-owned 9.4-acre Woodbury Theatre park-and-ride site as another FTA JD Project, as a private development. The customers and employees of the WSC will provide customers for this area, as will those who ride the Gold Line.

2.2.17.8 Environmental Justice

The EA/FONSI concluded the Project will not result in disproportionately high and adverse effects on environmental justice populations. The JD opportunity will provide a full complement of county services at the WSC and improved access to needed services for the transit dependent. The improved access afforded by the Gold Line will provide transit access to low-income customers. The WSC will provide social services for children and adults, veteran services, nursing services, community corrections and workforce development services. The finding in the EA/FONSI remains valid.

2.2.17.9 Stormwater and Water Quality

The EA/FONSI reports Alignment D3 would add or reconstruct 29 acres of impervious surface, which would require volume and rate control to use existing storm sewer systems. A BMP was proposed at the 200-space park-and-ride. The JD opportunity site increases impervious area by 3.2 acres, requiring additional BMPs on the site to manage increased stormwater volume and rate. The Council is continuing coordination with the City of Woodbury to determine if additional on-site BMPs will be constructed or mitigation should involve expanding nearby existing stormwater ponds that serve both the JD site as well as surrounding development.

2.2.17.10 Surface Water

The EA/FONSI identified 0.36 acres of Wetland 36-2 (located on the north parcel) impacted by the proposed park-and-ride. The Joint WCA/404 permit recently received for the Project accounts for 30 percent design impacts. A 0.57-acre wetland (Wetland 36-1) exists on the southern parcel affected by the Woodbury I-494 Park-and-Ride with Joint Development. This wetland was not delineated as part of the Project but does have a current approved wetland boundary through the Ramsey-Washington Metro Watershed District. The Woodbury I-494 Park-and-Ride with Joint Development would not impact this 0.57-acre wetland. The impact to this wetland was already permitted, filled and mitigated through a private office development and Woodlane Drive construction. The USACE Approved Jurisdictional Determination will need to be updated and a No Loss approval will be needed through the Wetland Conservation Act to document the prior impact to this site and secure a non-jurisdictional status from both entities.



2.2.17.11 Biological Environment

The EA/FONSI did not identify significant ecological areas at the park-and-ride site. During the 30 percent design development, the USFWS expanded the HPZ for the RPBB and the 8.7-acre Woodbury I-494 site is within the HPZ. The expanded modifications for the JD opportunity are in an area of unmanicured upland grasslands with sparse tree/shrub cover. However, it is unlikely that the RPBB would be nesting in the area, due to the proximity of existing roadways, soil compaction and the low quality of available floral resources.

The U.S. Fish and Wildlife Service (USFWS) concurred the Project may affect, but is not likely to adversely affect, the RPBB based on the 30 percent design plans. The Council further committed to continued coordination with the USFWS to avoid and minimize construction impacts during the RPBB active season and avoid impacting suitable overwintering habitat during the inactive season. Disturbed areas will be reseeded with a native floral seed mix. The Council also committed to conducting field surveys with USFWS during the Spring/Summer 2021 to determine presence of the RPBB in the HPZ within the Project's 30 percent LOD. The USFWS Section 7 concurrence is still valid with these design changes.

2.2.17.12 Hazardous Materials and Contamination

The EA/FONSI did not identify medium or high-risk sites at the I-494 Woodbury Park-and-Ride Station. The expanded modifications for the JD opportunity are within the 500-foot study area for the Phase I ESA. The Phase I ESA identified an adjacent high-risk site located southeast of the JD opportunity site. The Phase II ESA identified a site with regulated reuse materials in proximity to the Woodbury I-494 Park-and-Ride. No contaminated area identified by the Phase II ESA presents a risk of adverse effects due to ground disturbing activities (such as causing adverse effects beyond the area of disturbance or contributing to groundwater contamination). The JD opportunity modifications will not encroach on the site. No additional impacts are expected beyond results reported in the EA/FONSI.

2.2.17.13 Indirect Effects and Cumulative Impacts

The EA/FONSI concluded the Project would likely have an indirect effect of supporting development on the vacant parcels, and associated potential for cumulative impacts to resources. The areas near the Woodbury Theatre and the Woodbury I-494 Park-and-Ride Stations contain vacant parcels and surface parking lots that could potentially be developed. Property near the Woodbury Theatre and Woodbury I-494 Park-and-Ride Station is primarily planned as Places to Shop, with a focus on commercial shopping areas. The existing access to Woodbury Village would provide access to potential development on vacant parcels and the surface lot. The increased accessibility provided by the Project and JD opportunity would likely continue to support development on the vacant parcels with existing access in the area surrounding the Woodbury Theatre Station and Woodbury I-494 Park-and-Ride Station.

The expanded modifications for the JD opportunity will likely have similar indirect effects identified in EA/FONSI. The JD opportunity is consistent with City of Woodbury's Comprehensive Plan and supported by City of Woodbury.

Cumulative impacts and mitigations to the resource areas discussed above are listed below and are similar to those described in the EA/FONSI:

- Transportation: Increased traffic demand, which will be managed through proposed roadway and signal improvements identified in the EA/FONSI, as well as access modifications recommended in Section 2.2.17.2.
- Acquisitions, Displacements and Relocations: Increased potential for relocations from continued land use development and infrastructure investments; impact governed by local laws and plans to address housing needs.



- Visual Quality and Aesthetics: Visual setting would become more organized and urbanized, consistent with local plans which call for continued development of transportation infrastructure and land; impact governed by local review/approval processes.
- Stormwater and Water Quality: Impact in the Project area watersheds could increase sediment and pollutant load; impact governed by water quality regulations and use of BMPs during construction and operation.
- Biological Environment: Limited impact due to existing low-quality habitat in the area.
- Surface Waters: Impact of transportation and land development mitigated with BMP implementation.
- Hazardous Materials and Contamination: Impact of Project and other actions would contribute to the remediation of hazardous materials sites per required conditions of development or redevelopment.

The City of Woodbury has authority to regulate land use and development and has planned for future growth and development at the JD opportunity site with its comprehensive plan. As a result, potential indirect and cumulative impacts would be consistent with City goals for the site.

FIGURE 2-34: 15% DESIGN I-494 PARK-AND-RIDE

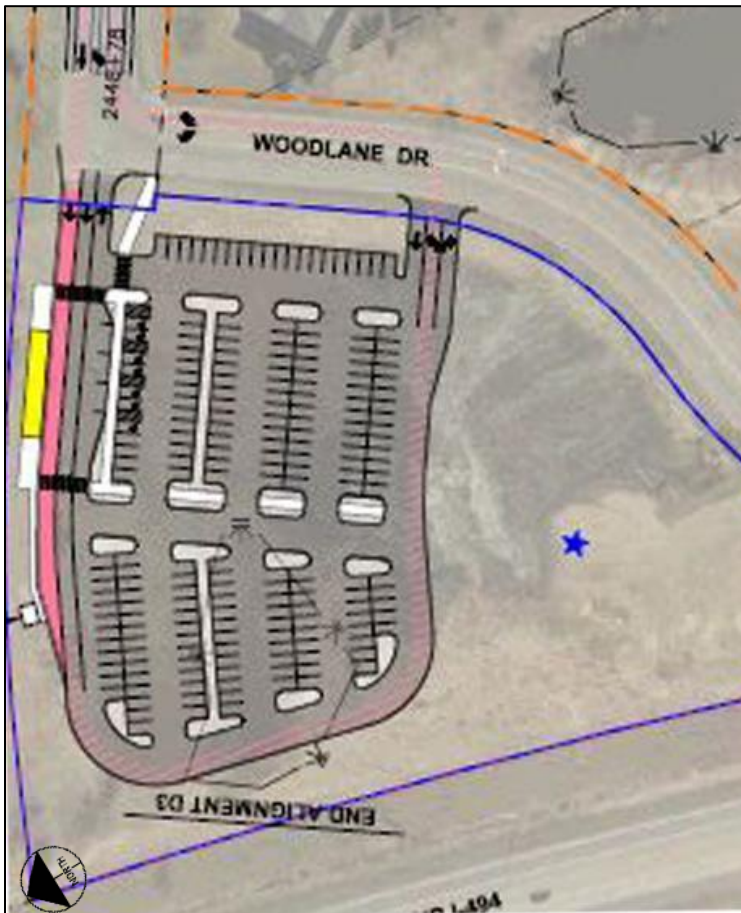
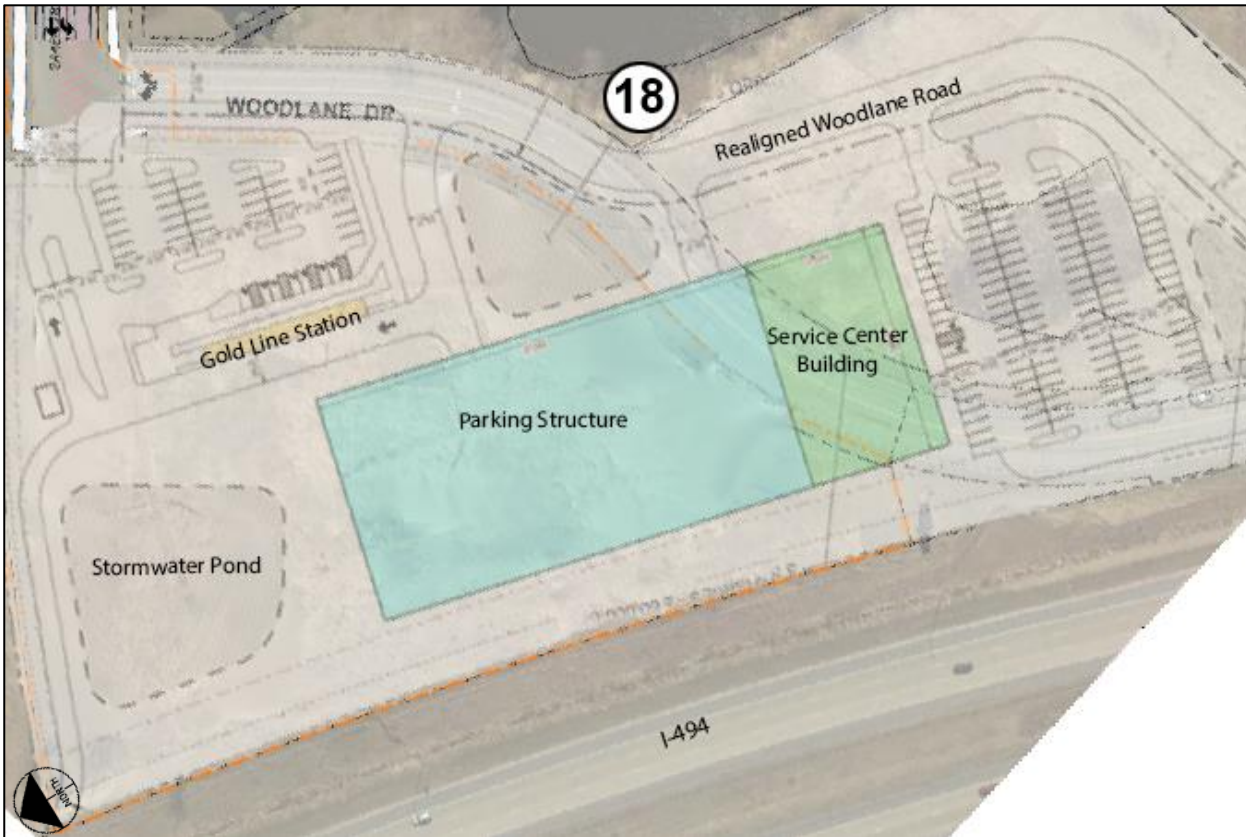




FIGURE 2-35: 30% DESIGN I-494 PARK-AND-RIDE



3 AGENCY AND PUBLIC COORDINATION

As part of ongoing design advancement beyond the 15 percent concept plans presented the EA/FONSI, the Council continued coordination based on the Project Communications and Public Involvement Plan (CPIP). The Council also continued coordination on project development and environmental issues requiring specific agency input and approvals. This section summarizes engagement and coordination activities supporting the Project design advancement.

3.1 Project Teams and Committees

Information regarding 30 percent design and anticipated long-term impacts are discussed at the Project's established teams and committees, including the Design and Refinement Team (DART), Technical Advisory Committee (TAC). Recommendations from the DART and TAC are presented to the Community and Business Advisory Committee (CBAC) and Corridor Management Committee (CMC) for further input. The DARTs meet frequently to address design refinements throughout the corridor. The remaining committees meet monthly or as needed. Through the DARTs, as well as project advisory committees, the Council maintains regular coordination with local communities and governments, including:

- City of Saint Paul
- City of Maplewood



- City of Landfall
- City of Oakdale
- City of Woodbury
- Ramsey County
- Washington County
- Minnesota Department of Transportation (MnDOT)

3.2 Federal Highway Administration

In addition to MnDOT noted above, FTA and the Council coordinate with the Federal Highway Administration to communicate design issues and resolution where the Project will cross or use ROW of federally funded state and federal highways, including I-94 and I-694. Coordination ensures the design meets federal design standards, where applicable. The FHWA recently issued its own FONSI (March 2020) for federal decisions related to use of I-94 ROW. FHWA would also re-evaluate its FONSI if significant changes occur in final design or construction is delayed. The Council and FTA coordinated with FHWA regarding the potential need of an Interchange Access Report (IAR) for design changes at the Century Avenue interchange with I-94. FHWA concurred that an IAR would not be needed. That documentation can be found in Appendix A.

3.3 United States Fish and Wildlife Service

As part of its Section 7 consultation for the Rusty Patched Bumble Bee (RPBB), FTA and the Council committed to continued coordination with the USFWS to complete surveys for the presence of the RPBB in high potential zones (HPZs) within the Project 30 percent limits of disturbance. The Council has developed a survey approach and schedule with USFWS, and staff from both agencies will conduct surveys in the Spring and Summer of 2020.

3.4 United States Army Corps of Engineers

The Council recently applied for, and received, a joint WCA/404 permit from the U.S. Army Corps of Engineers (USACE) on March 6, 2020 for work within waters of the U.S. The Council further identified a potential wetland impact related to the additional development proposed at the Woodbury I-494 Park-and-Ride Station (See Section 5.5). Based on input from the USACE and further research, the Council determined the wetland is not likely a federal jurisdictional wetland, since it was permitted under prior development. The additional development at the Woodbury I-494 Park-and-Ride Station will not require an amendment to the approved permit.

3.5 Woodbury I-494 Park-and-Ride with Joint Development

As part of the Project, the Council is partnering with Washington and Ramsey counties and the City of Woodbury to develop the concept for a JD opportunity at the Woodbury I-494 Park-and-Ride Station. The transit elements that are needed at this station include a 512-space park-and-ride, a BRT platform, driver restroom, bus layover, bicycle facilities, pedestrian walkways and a passenger drop-off area.

This JD opportunity will combine all the Gold Line transit elements outlined above with a new, three-story, 60,000 square-foot Washington County Western Service Center (WSC) and 300 parking spaces for employees and customers. The WSC will have approximately 150 employees to service residents of Ramsey and Washington Counties and include public facing services, including workforce development, medical assistance, SNAP food assistance, a voting center and touchdown space for Sheriff's patrol. There will be approximately 200,000



customers a year, many of which are transit dependent. In addition, the road that currently bisects the site, Woodlane Drive, will be realigned to better serve transit and service center customers, the buses serving the station, and the area businesses.

The preliminary JD request form was submitted to FTA by Metro Transit Office of Transit Oriented Development on April 6, 2020. FTA reviewed the preliminary JD request and provided comments on April 27, 2020. The formal JD review package is in production and will be submitted to FTA for review. The formal application of the JD project will include a completed Joint Development Project Request form and an outline of terms for the Joint Development lease, along with supplemental documentation.

3.6 Section 106 Consultation

The Council held a meeting with FTA and consulting parties in September 2018 to receive input on advanced design. In January, February and March 2019, the Council coordinated with FTA, the State Historic Preservation Officer (SHPO) and the City of Maplewood to receive input on advanced design on the 3M Center campus. The Council held three consulting party meetings in April, May and June 2020 to present design refinements based on comments received at earlier meetings and receive input on 30 percent design prior to advancement to 60 percent design plans.

3.7 Additional Public Engagement

The Council continued engagement with local communities, interest groups and the public at large as the project advanced to 30 percent design. Design changes noted above included coordination with business groups (Design Change #2), the bike community (Design Change #3), the City of Woodbury (Design Changes #15, #16 and #17), the City of Saint Paul (Design Changes #1, #4 and #7), the City of Maplewood (Design Change #8) and 3M Company (Design Changes #8 and #9), the Apostolic Bible Institute (Design Change #11). Other design changes were based on technical refinements from DART reviews and coordination.

Between April 20 and May 18, 2020, the Council also completed an engagement effort to solicit feedback on Gold Line route and station design plans at 30% completion. Due to the COVID-19 outbreak, engagement activities were predominantly shifted to virtual opportunities to comment on design plans. The Council will use public comments to inform design as it advances to 60% completion.

As part of promoting engagement opportunities at the 30 percent design stage, the Council Staff made efforts to be inclusive of people who primarily speak a language other than English and people who don't have regular access to the internet. Since in-person events were canceled due to COVID-19, the Council created a video to recreate the experience of people visiting in-person events. The video was translated in English, Spanish, Somali, Hmong and Karen. Radio ads to advertise the video and comment options were done in Spanish, Hmong, and Somali were placed on the following radio programs: Somali Public Radio, La Voz Del Pueblo and Hmong American Reachout. Survey and comment forms were available in English, Spanish, Somali, Hmong and Karen. A complete summary of 30 percent design public engagement activities was provided at the Project website².

² https://www.metrotransit.org/Data/Sites/1/media/about/improvements/gold-line/pr_30percent_commentssummary_combined_20200609_final.ada.pdf



4 INDIRECT AND CUMULATIVE EFFECTS

4.1 Indirect Effects

The 30 percent design changes do not substantially change the anticipated indirect effects of the Project. Most 30 percent design changes consist primarily of refinements. The Woodbury I-494 Park-and-Ride with Joint Development (17) will have a similar effect on development in the immediate area as was described in the EA/FONSI. The areas near the Woodbury Theatre and the Woodbury I-494 Park-and-Ride Stations contain vacant parcels and surface parking lots that could potentially be developed. The increased accessibility provided by the Project, and JD opportunity would likely support development on the vacant parcels with existing access in the area surrounding the Woodbury Theatre Station and Woodbury I-494 Park and Ride Station. The Woodbury I-494 with Joint Development is consistent with City of Woodbury Comprehensive Plan and supported by City of Woodbury.

4.2 Cumulative Impacts

Similar to the indirect effects discussion, because most 30 percent design changes are refinements presented in the EA/FONSI, they do not substantially change the anticipated cumulative impacts of the Project. The Woodbury I-494 Park-and-Ride with Joint Development (17), which expands the park-and-ride site, will have similar impacts to the affected resource areas described in the EA/FONSI, except for a full parcel acquisition. The park-and-ride and JD opportunity will fully acquire a parcel identified as a partial acquisition in the EA/FONSI, and will be mitigated similar to the partial acquisition. The JD site impacts a 0.57-acre wetland; however, the impact was permitted, filled and mitigated under a prior action. Mitigation measures presented in the EA/FONSI will similarly offset potential cumulative effects related to the Project.



5 CONCLUSION

There have been no significant changes to the proposed action, the affected environment, or the anticipated impacts since the Finding of No Significant Impact was approved in January 2020. Changes in impacts and/or mitigation described in this Re-evaluation have been found to be minor. The FONSI issued in January 2020 remains valid.

August 4, 2020

Name
Director, BRT Projects
Metropolitan Council

Date of Approval

Regional Administrator
Federal Transit Administration, Region V

Date of Approval



BUS RAPID TRANSIT PROJECT ENVIRONMENTAL ASSESSMENT (EA)/
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Environmental Re-evaluation

Appendix A. Correspondence

August 2020

From: Johnson, Chelsa
To: [Caron Kloser](#); [Catherine Judd](#)
Cc: [Leitner, Lyssa](#)
Subject: FW: Gold Line BRT Project - IAR Follow-Up
Date: Thursday, July 2, 2020 10:54:02 AM
Attachments: [image001.png](#)

From: Sanderson, Edward <Edward.Sanderson@metrotransit.org>
Sent: Thursday, July 2, 2020 10:53 AM
To: Leitner, Lyssa <Lyssa.Leitner@metrotransit.org>; Johnson, Chelsa <Chelsa.Johnson@metrotransit.org>
Cc: Beckwith, Christine <Christine.Beckwith@metrotransit.org>; Costello, Nik <Nik.Costello@metrotransit.org>
Subject: FW: Gold Line BRT Project - IAR Follow-Up

Chelsa and Lyssa,

Please see below from Joe Campbell. No IARs required.

Edward C. Sanderson, P.E., AICP, LEED AP
Manager of Design and Engineering, Gold Line BRT Project
edward.sanderson@metrotransit.org
Direct: 651-602-1932

METRO Gold Line Bus Rapid Transit (GBRT) Project Office
Metro Square | 121 7th Place East, Suite 102 | St. Paul, MN 55101

From: Campbell, Joseph (FHWA) <joe.w.campbell@dot.gov>
Sent: Thursday, July 2, 2020 10:44 AM
To: Costello, Nik <Nik.Costello@metrotransit.org>
Cc: Sanderson, Edward <Edward.Sanderson@metrotransit.org>; Jim McCarthy <james.mccarthy@dot.gov>; Junge, Jason (DOT) <jason.junge@state.mn.us>
Subject: RE: Gold Line BRT Project - IAR Follow-Up

Nik,

Thanks for the continued coordination with modifications to the Gold Line BRT design as it progresses past the 15% design and the modification that may impact the Interstate Access Review process. The FHWA MN division office has reviewed the current modifications, analysis and consideration for potential future impacts to interstate 94 that have occurred since the 15% design that you summarized in the 7-1-2020 letter [METRO Gold Line Bus Rapid Transit Project

Interchange Access Request (IAR) Follow Up]. Base on this review we concur that there are not impacts to Interstate 94 from the project and there is not a need for a Interstate Access Request. Please continue to coordinate any future design changes that may impact Interstate 94.

Have a great day, and 4th of July weekend.

Joe Campbell, P.E., M.S.C.E

Area Engineer / Assistant Bridge Engineer

Federal Highway Administration

380 Jackson Street, Suite 500

St. Paul, MN 55101-4802

(651) 291-6121

(651) 291-6000 fax

joe.w.campbell@dot.gov

From: Costello, Nik <Nik.Costello@metrotransit.org>

Sent: Wednesday, July 1, 2020 9:32 PM

To: Campbell, Joseph (FHWA) <joe.w.campbell@dot.gov>

Cc: Sanderson, Edward <Edward.Sanderson@metrotransit.org>; McCarthy, James (FHWA) <James.McCarthy@dot.gov>; Junge, Jason (DOT) <jason.junge@state.mn.us>

Subject: RE: Gold Line BRT Project - IAR Follow-Up

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Joe,

Thanks again for meeting with us this morning to discuss the IAR follow-up letter for the Gold Line BRT Project. As we discussed, I have attached an updated version of the letter that includes some language about the right turn overlap that is planned to be installed for the right turn movement from the I-94 westbound off-ramp to northbound Century Ave. Although queueing issues are not expected to occur due to the removal of the existing channelized right turn lane, the overlap would allow MnDOT to allocate additional green time to that movement should any queueing issues occur in the future.

Feel free to let me know if you have any questions or need any additional information to complete your review.

Thanks,
Nik

Nik Costello, P.E.

Design and Construction Engineer

Cell: (651) 491-6132
