

---

## Environmental Impact Statement (EIS) Termination Comment Summary

### Background Information

In 2014, the Federal Transit Administration (FTA), the Metropolitan Council, and the Ramsey and Washington County Regional Railroad Authorities initiated the environmental review process for the Gold Line. Based on the range of routes and types of transit being considered, it was determined that the Gold Line could have significant impacts. To satisfy both federal and state requirements, an Environmental Impact Statement (EIS) was determined the appropriate level of environmental review. Under the state rules, an EIS was not mandatory for the Gold Line but the project partners decided to complete a discretionary EIS.

From 2014 to late 2016, the project collected community input and technical details on all of the routes and types of transit under consideration and in December of 2016, chose the route and mode of the transitway. Many community groups weighed in on the process including the Gateway Corridor Commission, and Policy Advisory Committee, which were made up of citizens and representatives of the communities that will be served by the line. Additionally, resolutions of support were passed by the Cities of Saint Paul, Maplewood, Oakdale, Landfall, and Woodbury. The regional railroad commissions of Ramsey and Washington counties also adopted resolutions of support.

Based on the technical analysis, required local support, and ability for the alternatives to effectively meet the project's purpose and need, the project transitioned from considering four different routes that were approximately 13 miles long to one route that is nine miles long.

Based on the initial impact analysis of the Locally Preferred Alternative as a BRT line (instead of LRT), a discretionary EIS is not warranted as the project does not have the potential for significant environmental effects. A discretionary combined state and federal Environmental Assessment Worksheet (EAW)/Environmental Assessment (EA) document will be prepared for the Gold Line instead of an EIS. An EAW/EA requires environmental impact analysis on the project and provides an opportunity for the public to comment on the findings. The FTA rescinded the notice of intent to prepare an EIS under the National Environmental Policy Act (Federal Register, March 15, 2017).

### Comment Process

The State of Minnesota Environmental Quality Board required a comment period in order to terminate the EIS. That comment period was held from August 28 to September 8, 2017. The comment period was advertised in the following ways:

- Published in the Environmental Quality Board Monitor,
- Distributed to members of the public who commented on the scoping decision in 2015,
- Distributed to the Cooperating and Participating Agencies for the environmental process,
- Posted on the Gold Line project website, and
- Noticed in Lillie Suburban, Pioneer Press, and Finance and Commerce.
- Comments were accepted via email to [goldline@metrotransit.org](mailto:goldline@metrotransit.org) or mailed to Charles Carlson, Metro Transit's Senior Manager, BRT/Small Starts Projects.

## Comments Received

Three comments were received during the comment period and can be found at the end of this document. The nature of the comments did not result in the need for the Metropolitan Council to reconsider the termination of the EIS.

## Next Steps for the Environmental Process

The Metropolitan Council, in partnership with Ramsey and Washington Counties, the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury, and MnDOT will complete the analysis for the Environmental Assessment. There will be multiple opportunities for stakeholders to provide input during the Environmental Assessment process and comment periods will be held once the draft Environmental Assessment document is complete. More information can be found at the project website: [www.metrotransit.org/gold-line-project](http://www.metrotransit.org/gold-line-project).

## Klein, Joseph

---

**From:** Tom Giannetti [REDACTED]  
**Sent:** Monday, August 28, 2017 12:37 PM  
**To:** Klein, Joseph; GoldLine  
**Subject:** RE: METRO Gold Line – Environmental Impact Statement Termination Notification

**Importance:** High

I see that this reply has two different addresses but that we are to address questions and comments to Mr. Charles Carson so:

Mr. Carlson,

My name is Tom Giannetti and I am the owner of St. Paul Harley-Davidson in Landfall and I was a member of the CAC regarding this project.

At the time I was told by the Landfall City council members as well as members of the GCC and PAC that due to the cost, the environmental impact to Tanners Lake and the negative impact to my business (the major source of tax revenue to the city of Landfall) that the .75 mile stretch of Hudson Rd. between Century Ave and Greenway Ave. (considered an extreme pinch point) would be designated as a shared portion with regular traffic. This was determined to not impede the speed of the BRT as there is already a built in turn lane in the middle of the existing road to accommodate right and left turns in the middle of the road which would prevent the BRT from experiencing any unnecessary slowdowns or stops along that stretch.

My question to you, at this time, is can you confirm for me that this is indeed the intended plan and is how the project will be designed and completed by Metro Transit?

Sincerely,

Tom Giannetti  
Owner  
St. Paul Harley-Davidson  
Wild Prairie Harley Davidson  
[REDACTED]

---

**From:** GoldLine [GoldLine@metc.state.mn.us]  
**Sent:** Monday, August 28, 2017 12:01 PM  
**Subject:** METRO Gold Line – Environmental Impact Statement Termination Notification

Dear METRO Gold Line (previously known as the Gateway Corridor) Interested Party,

You are being contacted because you commented on the METRO Gold Line bus rapid transit project (previously known as the Gateway Corridor) environmental process, known as Scoping, in 2014. There is a proposal to change the type of state environmental process for the project. A summary of the changes to the project that led to this decision and information on the public comment period are provided below.

Changes to the METRO Gold Line since 2014

In 2014, the Federal Transit Administration (FTA), the Metropolitan Council, and the Ramsey and Washington County Regional Railroad Authorities initiated the environmental review process for the Gold Line. Based on the range of routes and types of transit being considered, it was determined that the Gold Line could have significant impacts. To satisfy both federal and state requirements, an Environmental Impact Statement (EIS) was determined the appropriate level of

## Klein, Joseph

---

**From:** Mark Anger [REDACTED]  
**Sent:** Monday, August 28, 2017 1:16 PM  
**To:** Klein, Joseph; GoldLine  
**Subject:** Re: METRO Gold Line – Environmental Impact Statement Termination Notification

Please take me off this list, I do not support the Gold Line Project being a bus and especially disagree with the route that I am now seeing. Do you people actually understand that most of this traffic on 94 comes from Wisconsin. The Gold Line should be a Light Rail Train running down the center of 94 from Hudson or Roberts, WI. to St. Paul.

On Mon, Aug 28, 2017 at 12:01 PM, GoldLine <[GoldLine@metc.state.mn.us](mailto:GoldLine@metc.state.mn.us)> wrote:

Dear METRO Gold Line (previously known as the Gateway Corridor) Interested Party,

You are being contacted because you commented on the METRO Gold Line bus rapid transit project (previously known as the Gateway Corridor) environmental process, known as Scoping, in 2014. There is a proposal to change the type of state environmental process for the project. A summary of the changes to the project that led to this decision and information on the public comment period are provided below.

### Changes to the METRO Gold Line since 2014

In 2014, the Federal Transit Administration (FTA), the Metropolitan Council, and the Ramsey and Washington County Regional Railroad Authorities initiated the environmental review process for the Gold Line. Based on the range of routes and types of transit being considered, it was determined that the Gold Line could have significant impacts. To satisfy both federal and state requirements, an Environmental Impact Statement (EIS) was determined the appropriate level of environmental review. Under the state rules, an EIS was not mandatory for the Gold Line but the project partners decided to complete a discretionary EIS.

From 2014 to late 2016, the project collected community input and technical details on all of the routes and types of transit under consideration and in December of 2016, chose the route and mode of the transitway. Many community groups weighed in on the process including the Gateway Corridor Commission, and Policy Advisory Committee, which were made up of citizens and representatives of the communities that will be served by the line. Additionally, resolutions of support were passed by the Cities of Saint Paul, Maplewood, Oakdale, Landfall, and Woodbury. The regional railroad commissions of Ramsey and Washington counties also adopted resolutions of support.

Based on the technical analysis, required local support, and ability for the alternatives to effectively meet the project's purpose and need, the project transitioned from considering four different routes that were approximately 13 miles long to one route that is nine miles long. The remaining route, seen in the attached document, would be Bus Rapid Transit (BRT) in a dedicated guideway. This route, known as the Locally Preferred Alternative, is approximately 80 percent within publicly owned rights of way.

**Klein, Joseph**

---

**From:** Miller, Caroline  
**Sent:** Tuesday, August 29, 2017 11:09 AM  
**To:** Klein, Joseph; Lyssa Leitner  
**Subject:** FW: End of our neighborhood!!!

Joe – please record this email comment re: Gold Line.

**From:** Betty Schmitz [REDACTED]  
**Sent:** Tuesday, August 29, 2017 10:23 AM  
**To:** Miller, Caroline [REDACTED]  
**Subject:** End of our neighborhood!!!

This plan will end our neighborhood, devalue our homes and ruin our lives. Washington County did this to me in 2005, when I was told I had to move from my home of 45 years...to make room for parking lot for the Government Center (In Oak Park Heights). I went along with the plan, moved here to Oakdale, then was told that my neighbor was told he could stay after all!!!! He is still there, I moved here to Helmo and 4th Street, and now my neighborhood will be decimated!!

This is another tragedy. All of this just so it will be a pathway to a Woodbury Theatre!!! Yes a tragedy...ruining the lives of those in this neighborhood. I know this will fall on 'deaf ears', as those in control do not care if lives are ruined or not.

I will have to see if Washing County will again buy my home, so I can move away from this tragedy.

a very sad sad time!! Betty Schmitz [REDACTED]