

ST. CROIX RIVER CROSSING PROJECT SUPPLEMENTAL DRAFT EIS
CHAPTER 15
AGENCY COORDINATION, STAKEHOLDER GROUP AND PUBLIC INVOLVEMENT

15.0 INTRODUCTION

This chapter describes the process used to involve governmental agencies and the public in the preparation of the Trunk Highway (TH) 36/State Trunk Highway (STH) 64 St. Croix River Crossing Project SDEIS. Public involvement was conducted in compliance with both federal (National Environmental Policy Act) and state (Minnesota and Wisconsin) environmental review and public involvement requirements.

The 2004 Amended Final Scoping Decision Document for the TH 36/STH 64 St. Croix River Crossing (March 2004) identified issues and alternatives that were to be addressed in the SDEIS. Discussion of these issues and others raised by government agencies, other organizations, and the public during the preparation of the scoping document is included in the document. Copies of pertinent correspondence with the cooperating agencies and other reviewing agencies are included in Appendix C. Written comments received during the public comment period for the SDEIS and responses to those comments will be included in the Supplemental Final EIS.

15.1 AGENCY COORDINATION

Six other federal agencies have agreed to join the three lead agencies, Mn/DOT, Wis/DOT and FHWA, as cooperating agencies for the project: Federal cooperating agencies are: the Advisory Council on Historic Preservation, the National Park Service, U.S. Army Corps of Engineers, U.S. Coast Guard, U.S. Fish and Wildlife Service, and the U.S. Environmental Protection Agency. State cooperating agencies are the Minnesota Pollution Control Agency, the Wisconsin Department of Natural Resources, the Minnesota Department of Natural Resources, the Wisconsin State Historic Preservation Office, and the Minnesota State Historic Preservation Office. In addition to their formal role as cooperating agencies, these agencies (federal and state) were also participants in the Stakeholder Resolution Process (see Section 15.1.1). Table 15-1 lists all the agencies and other organizations involved in the Stakeholder Group and SDEIS process. Many of the agencies also participated in the project Technical Advisory Team (see Section 15.1.2).

A long history (20+ years) of agency coordination exists for this project which includes agency coordination during the 1990 Draft EIS and 1995 Final EIS, the Braun Facilitation Process, and coordination prior to suspension of the project in 2001. During this time, numerous federal, state, and local agencies have been involved in St. Croix River Crossing Project.

15.1.1 Stakeholder Group

In September 2002, the facilitation firm RESOLVE was selected by a multi-agency and stakeholder panel to facilitate a project decision through mediation. RESOLVE developed a dispute resolution process that centered on a “Stakeholders Group,” composed of representatives

of the diverse interests in the project area (see Table 15-1). This process, known as the “Stakeholder Resolution Process,” responded to the need for a new start to the project, and a new approach to address the environmental, historical and transportation concerns surrounding the project.

**TABLE 15-1
LOCAL, STATE AND FEDERAL AGENCIES AND NON-GOVERNMENTAL GROUPS
INVOLVED IN THE STAKEHOLDER GROUP DISCUSSIONS**

Advisory Council on Historic Preservation.....	Washington, D.C.
City of Oak Park Heights	Oak Park Heights, MN
City of Stillwater	Stillwater, MN
Federal Highway Administration	St. Paul, MN
Friends of the St. Croix	Marine on St. Croix, MN
Minnesota Center for Environmental Advocacy	St. Paul, MN
Minnesota Department of Natural Resources.....	St. Paul, MN
Minnesota Department of Transportation	St. Paul, MN
Minnesota State Historic Preservation Office	St. Paul, MN
National Park Service.....	St. Croix Falls, WI
New St. Croix Bridge.....	Stillwater, MN
Preservation Alliance of Minnesota	Minneapolis, MN
Sierra Club	Minneapolis, MN
St. Croix Alliance for an Interstate Bridge.....	New Richmond, WI
St. Croix County Transportation Committee.....	Hammond, WI
St. Croix River Association.....	Stillwater, MN
Stillwater Area Chamber of Commerce	Stillwater, MN
Stillwater Heritage Preservation Commission.....	Stillwater, MN
Stillwater Lift Bridge Association, Inc.....	Stillwater, MN
Town of St. Joseph.....	Town of St. Joseph, WI
U.S. Army Corps of Engineers.....	St. Paul, MN
U.S. Coast Guard.....	St. Louis, MO
U.S. Environmental Protection Agency	Chicago, IL
U.S. Fish and Wildlife Service.....	Bloomington, MN
Western Wisconsin Realtors Association.....	River Falls, WI
Wisconsin Department of Natural Resources	LaCrosse, WI
Wisconsin Department of Transportation	Eau Claire, WI
Wisconsin State Historic Preservation Office	Madison, WI

The purpose of the Stakeholder Resolution Process was established in an Operating Agreement¹ developed by RESOLVE. The purpose of the Stakeholder Resolution Process as agreed by the Stakeholder Group was:

- To facilitate a common understanding of the transportation, environmental and historic preservation issues among the government and non-government stakeholders;

¹ Operating Agreement for the St. Croix Crossing Problem-Solving Process. RESOLVE. June, 2003.

- To define the various solutions (including transportation alternatives) to these issues by exploring the advantages and disadvantages of each solution;
- To arrive, if possible, at a consensus; and
- To reach agreement among permitting/cooperating/core agencies on the components of the SDEIS for the long-term bridge project and on the related regulatory conclusions, among them: Section 7 of the Wild and Scenic River Act, Section 106 of the Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act, and local concurrence.

The Operating Agreement for the St. Croix River Crossing Stakeholder Resolution Process was formally accepted by the Stakeholder Group in June 2003. This Operating Agreement also guides the manner in which meetings are to be conducted, establishes procedures, and sets milestones for deciding on a preferred alternative and project mitigation. A copy of the Operating Agreement was published with the 2003 Amended Scoping Document and is also available in Appendix B of this SDEIS.

Formal facilitated Stakeholder meetings began in June 2003. The Stakeholder Group met approximately monthly through the publication of this SDEIS and will continue to meet through the publication of the Supplemental Final EIS. The date and purpose of each Stakeholder Group meeting is listed in Table 15-2. All Stakeholder Group meetings were held in Stillwater, Minnesota at the Stillwater City Hall.

**TABLE 15-2
LIST OF STAKEHOLDER GROUP MEETINGS**

Date	Purpose
6/10/03	Agreement on the stakeholder process purpose and operating protocols; scheduling and relationship to the NEPA process; identify each Stakeholder's perspective; identify data needs for the problem solving process.
6/30/03	Discussion of purpose and need for the project; summary of project history; initial discussion of options, ideas, and alternatives that may satisfy the project criteria.
7/22/03	Discussion of purpose and need for the project; presentation of river crossing alternatives and existing information about each alternative.
9/23/03	Discussion of options and alternatives; narrow options to those that should be included in the Amended Scoping Document.
10/28/03	Discussion of the purpose and need for the project, examine the design elements of the river crossing alternatives.
11/25/03	Discussion of methods for analyzing river crossing alternatives.

TABLE 15-2 continued
LIST OF STAKEHOLDER GROUP MEETINGS

Date	Purpose
1/06/04	Discussion of comments received during the scoping period; bridge type/design options associated with each alternative; review and discussion of impacts associated with each alternative in the 2004 AFSDD; update from sub-committees.
1/27/04	2004 AFSDD update; discussion of Washington and St. Croix Counties land use plans; TH 36 update and discussion; discussion of mitigation process; discussion of National Park Service Section 7 evaluation.
2/24/04	2004 AFSDD update; discussion of schedule; impact assessment (e.g., natural environment, cultural resources, cumulative impacts) to date; Lift Bridge discussion.
5/04/04	Review environmental assessment information; discussion of alternatives – potential to avoid impacts, potential to minimize impacts.
6/22/04	Discussion of June 15 and June 21 public information meetings.
7/27/04	Discussion of SDEIS Build Alternatives and potential mitigation items.
10/27/04	Planned Stakeholder Group meeting – discussion of comments received on the SDEIS and discussion of a Preferred Alternative.

As noted in Chapter 3 of this SDEIS, the Stakeholder Group considered a broad range of river crossing alternatives. The Build Alternatives presented in this SDEIS were further refined in collaboration with the Stakeholder Group as part of the Stakeholder Resolution process. The refinements were incorporated into the alternatives within federal and state roadway design standards.

Stakeholder members also volunteered for involvement with subgroups to address specific issues related to the project (e.g., bridge type, cultural resources, cumulative impacts, public information, water resources). The purpose of the subgroups was to provide the lead agencies with input on issues of concern, analysis methodology, and preliminary conclusions. The subgroups did not conduct the analysis, but rather provided insight to the lead agencies as the analysis was conducted.

Additional information regarding the Stakeholder Group and the St. Croix River Crossing problem-solving process can be found on the web at <http://www.resolve.com/stcroix.html> or by a link from the Mn/DOT Project Website at <http://www.dot.state.mn.us/metro/projects/stcroix/> or the Wis/DOT Website at <http://www.dot.wisconsin.gov/projects/d6/index.htm>.

15.1.1.1 Bridge Type Subgroup

Members of the Bridge Type Subgroup met periodically during the development of the alternatives and preparation of the SDEIS. The purpose of the bridge type subgroup was to discuss potential bridge types (e.g., cable stay, suspension, extradosed, concrete box girders, steel thru trusses) for each of the river crossing alternatives.

15.1.1.2 Cultural Resources Subgroup

The Cultural Resources Subgroup included federal, state, and local government agencies as well as other interested Stakeholders. The Cultural Resources Subgroup met numerous times during the preparation of the SDEIS. Their purpose was to facilitate identification of resources eligible for the National Register of Historic Places within the project area and discuss the impacts of the proposed project on these resources. The potential impacts to the Lift Bridge under the alternatives were also discussed.

15.1.1.3 Cumulative Impacts Subgroup

The Cumulative Impacts Subgroup met numerous times between January 2004 and June 2004 to discuss the cumulative impacts methodology and findings for the proposed project. The group also spent significant time providing input regarding indirect land use impacts.

15.1.1.4 Public Involvement Subgroup

Several meetings were held with lead agency staff and Stakeholders to develop the June 2004 public information meetings addressing the Stakeholder Group process and questions from the public about the project. The Public Information Subgroup met several times prior to the June public information meetings to discuss public meeting objectives, format, topics, meeting materials, and outreach material to be provided regarding the project and the SDEIS development.

15.1.1.5 Water Resources Subgroup

The Water Resources Subgroup met between January 2004 and April 2004 to discuss water resources related issues and concerns (e.g., stormwater, ground water, wetlands). Specific items discussed or provided in the subgroup meetings included: information on stormwater quantity and quality issues, application of Best Management Practices (BMPs), proposed water quality assumptions, possible off site water resources related to or impacted by the project, wetland issues and concerns, and discussion of preliminary design concepts for stormwater treatment and conveyance.

Additional meetings were also held throughout preparation of the SDEIS with state (Mn/DOT, Wis/DOT, MnDNR, WisDNR, and MPCA) and local (Middle St. Croix WMO, Washington Conservation District, Brown's Creek WD, Stillwater, and Oak Park Heights) agencies to address water resources related issues and concerns.

15.1.2 Technical Advisory Team

The Technical Advisory Team (TAT) included staff from the three joint lead agencies—Mn/DOT, Wis/DOT, and the FHWA—as well as other cooperating federal and state agencies (NPS, MnSHPO, WisSHPO, MnDNR, WisDNR). The TAT was established by the Stakeholder Operating Agreement to provide technical support to the Stakeholder Group (see Section 15.1.1)

and by providing requested data and materials related to the alternatives. The TAT also met regularly during preparation of the SDEIS to provide coordination among various staff and to enhance coordination among the joint lead agencies. Members of the TAT attended other agency, Stakeholder, subgroup, and public meetings. Coordination within the TAT will continue through the environmental, design, and implementation phases of this project.

15.1.3 Natural Resources Coordination

Regular meetings were held with representatives of natural resource and other environmental agencies with interest in the project to provide ongoing coordination and input on natural resources issues (e.g., threatened and endangered species, wetlands). Letters seeking early input were also provided to the MnDNR regarding natural resource issues and threatened and endangered species listed in the Natural Heritage database.

A wetland technical evaluation panel (TEP) was convened and met on March 10, 2004 and June 21, 2004. The TEP includes representatives from Mn/DOT, MnDNR, the Minnesota Board of Water and Soil Resources, the U.S. Army Corps of Engineers and the Washington County Conservation District. Also present at the TEP meeting were representatives from the U.S. Fish and Wildlife Service, City of Oak Park Heights, the City of Bayport. Coordination with the natural resource agencies will continue through the environmental, design, and implementation phases of this project.

15.1.4 Archaeological and Historic Resources Coordination

Numerous historical preservation groups/interests participated in the Stakeholder Group process and were involved with the Stakeholder cultural resources subgroup. Stakeholder group meetings and cultural resource subgroup meetings included discussions of the possible effects of the Build Alternatives to the Lift Bridge and other cultural resources within the study area (see Chapter 11).

For the St. Croix River Crossing Supplemental Draft EIS, FHWA, Mn/DOT and Wis/DOT are the three lead agencies for addressing Section 106 requirements under the National Historic Preservation Act of 1966. FHWA has indicated that they will act as the lead federal agency in assisting the National Park Service, National Trust for Historic Preservation, U. S. Army Corps of Engineers, U.S. Coast Guard, U. S. Fish and Wildlife Service, and U.S. Environmental Protection Agency in meeting their Section 106 requirements under federal law. FHWA has requested that these federal agencies identify their undertakings and that they participate in coordinating and signing the Memorandum of Agreement (MOA) that will be developed for the project. FHWA, Mn/DOT and Wis/DOT are responsible for all decision-making in the Section 106 process and have guided activities conducted as part of this SDEIS.

Consultation has occurred with Native American tribes to identify cultural resources in the project area. In accordance with 36 CFR Part 800 (rules governing implementation of Section 106 of the National Historic Preservation Act) Native American tribes were contacted and asked to provide assistance in identifying historic properties to which their tribe attaches religious and/or cultural significance to in the project area (see Section 11.2.3). The three tribes expressing interest are the Lac Du Flambeau Band of Lake Superior Chippewa Indians; the Sac

& Fox Nation of Missouri in Kansas & Nebraska; and the Ho-Chunk Department of Heritage Preservation Cultural Resources Division. These tribes will be included in the ongoing consultation process according to their interest.

Information regarding the identification of historic resources and preliminary determination of effects was shared with the public during public information meetings held during preparation of the scoping documents and the SDEIS (see Section 15.2.2). The public was invited to comment on study findings presented at these meetings as well as raise other issues or concerns not addressed.

Section 106 rules require federal agency officials to include consulting parties in the public review process and in developing Memorandum of Agreements. Consulting parties typically include the SHPOs of the involved states, Tribal Historic Preservation Officers (or other selected tribal representatives) who express interest in the project; representatives of local governments within the area of the project; applicants for federal assistance, permits, licenses and other approvals required as part of the project; and additional individuals and organizations with a demonstrated interest in the project (36 CFR Part 800.2 (4) (c)). Consulting parties will be determined by the three lead agencies and will include members of the 106 Subgroup, the Stakeholder Subgroup, National Trust for Historic Preservation, interested Indian tribes, property owners, and interested members of the public.

15.1.5 Other Agency Coordination and Correspondence

Other meetings, coordination, and correspondence with various agencies and governmental units were conducted on request or as needed. Coordination with the MPCA and Wis/DOT included consultation on air and noise impact assessment methodology and water resources-related issues (see Section 15.1.2.5). Coordination with the two DNRs and the U.S. FWS included information on protected species and other natural resources baseline information.

15.2 PUBLIC INVOLVEMENT

Public participation and comment on the project was solicited and received throughout the SDEIS process through a number of methods, including open houses and other public meetings, publication of newsletters and brochures, informational sessions, presentations, one-on-one meetings, phone conversations, email, and media coverage. Information regarding the project is also available to the public through the Mn/DOT project website (<http://www.dot.state.mn.us/metro/projects/stcroix/>).

15.2.1 Trunk Highway (TH) 36 Partnership Study Policy Advisory Committee (PAC), Technical Advisory Group (TAG) and Business Owners Group

The TH 36 Partnership Study was established in 2001 to study design concepts for the approximately 1.5-mile long segment in Oak Park Heights and Stillwater between TH 5 and Osgood Avenue. The TH 36 Policy Advisory Committee (PAC), consisting of community members and staff from Oak Park Heights, Stillwater, Washington County, and Mn/DOT, provided input for the study. The PAC identified design concepts for this segment of the project

area, both at-grade and grade-separated, and examined traffic benefits and community impacts associated with each design concepts. Two public open houses were held in March 2002 and May 2002 to solicit public input on the design concepts for TH 36. The TH 36 Partnership Study recommended a grade-separated concept with two buttonhook type interchanges and overpasses (see Chapter 3). The study partners offered their support for further development of this design through resolutions.

Refinement of the buttonhook interchange locations, overpasses, and frontage road alignments was considered during the scoping phase (2003-2004) of the proposed project by the TH 36 Study Partners, along with the Stillwater Area Chamber of Commerce via a Technical Advisory Group (TAG). During the TAG process, a Business Owners Group was formed by area businesses along TH 36 to represent their interests in conjunction with the TAG. Numerous meetings were held with the TAG and Business Owners Group during the SDEIS process to address business concerns along TH 36. Meetings with the Business Owners Group are on-going.

15.2.2 Open House Public Meetings

A number of open houses and other public meetings were held during the SDEIS process to provide an opportunity for public information and comment on the project, alternatives, impacts, and mitigation. The date, location, type, and purpose of each public meeting is listed in Table 15-3.

**TABLE 15-3
LIST OF PUBLIC MEETINGS**

Date	Location	Type	Purpose
12/2/03	Houlton Elementary School (Town of St. Joseph, WI)	Public Scoping Meeting	Project update, presentation of proposed river crossing alternatives; receive comments on Amended Scoping Document.
12/3/03	Washington County Government Center (Stillwater, MN)	Public Scoping Meeting	Project update, presentation of proposed river crossing alternatives; receive comments on Amended Scoping Document.
6/15/04	Hudson Senior High School (Hudson, WI)	Public Informational Meeting	Project update, presentation of Build Alternatives, panel discussion.
6/21/04	Stillwater Junior High School (Stillwater, MN)	Public Informational Meeting	Project update, presentation of Build Alternatives; panel discussion.
September 2004	To be determined	SDEIS Public Hearings in Minnesota and Wisconsin	Receive comments on SDEIS and Build Alternatives.

15.2.2.1 Public Scoping Meetings

Public scoping meetings were held in December 2003 in Houlton, Wisconsin and Stillwater, Minnesota. Prior to the public scoping meetings, a project newsletter was distributed to area residents and interested parties in November 2003. Approximately 550 people attended the scoping meeting in Wisconsin and approximately 350 people attended the meeting in Minnesota, for a combined total attendance of about 900 people. Comments on the Amended Scoping Document and draft Scoping Decision Document were received from federal, state, and local government agencies, the public, and other interested parties.

The public scoping meetings included: information on the project schedule, displays of the alternatives considered in the Amended Scoping Document, displays illustrating the location of parklands, natural, and historic resources in the study area, information on project need (e.g., traffic volumes, geometric and physical restrictions, Lift Bridge condition), and information on the Stakeholder Process. A slide-show presentation shown at the public meetings reviewed the project history, relevant legislation, issues related to the project, the scoping alternatives, the project process, and the project schedule. Project staff were available during the meeting to answer questions from the public through informal one-on-one discussions.

Over 1,000 comments were submitted in various formats (comment forms from the scoping meetings, mailed comment forms, letters, faxes and emails) during the scoping period. These comments were used to form the selection of the alternatives presented in the Amended Final Scoping Decision Document and the SDEIS.

15.2.2.2 Public Information Meetings – June 15, 2004 and June 22, 2004

Two public informational meetings were held on June 15, 2004 in Hudson Wisconsin and on June 22, 2004 in Stillwater, Minnesota. The purpose and content of the public information meeting was developed by project staff in collaboration with Stakeholder Public Involvement Subgroup (see Section 15.1.2.4). The purpose of these meetings was to provide an update on the project's progress, present information that may be of interest to the public, and provide a forum to answer questions the public may have related to the project. Over 200 people attended the public information meeting in Wisconsin and over 250 people attended the public information meeting in Minnesota, for a combined total attendance of over 450 people.

The public informational meeting included: information on the project schedule, displays of the Build Alternatives, potential bridge type sketches for a new river crossing, cross-section comparisons of the Lift Bridge elevation to the Build Alternatives river crossing elevation, displays impacts of the Build Alternatives on parklands (Stillwater Municipal Barge Facility property and Kolliner Park), displays of impacts of the Build Alternatives on the Wisconsin bluff, and information on the \$5 Million Lift Bridge Repair Project. The meeting included a formal presentation by project staff and members of the Stakeholder Group. The formal presentation also included a panel discussion with project staff and Stakeholders, as well as a question and answer session at the end of the formal presentation. The panel discussion addressed questions submitted in response to the brochure mailed prior to the meeting (see below). The question and answer session allowed the public to ask the project staff and

Stakeholders questions not addressed during the panel discussion. Prior to and following the formal presentation, the public was encouraged to review the study materials available at the meeting.

The presentations and materials presented at the meeting were guided by questions solicited from the public. A brochure mailed to area residents prior to the meeting in May included information on potential bridge types, the Stakeholder Problem Solving Process, sources for additional information, and an opportunity to submit questions related to the project. Questions received in response to the brochure were compiled into a “frequently asked questions” handout distributed at the meeting. The handout also included other project information of interest to the public (e.g., project history, project schedule, Stakeholder process description, etc.). Questions from the public were also answered by project staff and members of the Stakeholder Group present at the meetings during the formal presentation period and following the formal presentation period through informal one-on-one discussions.

15.2.2.3 Public Hearings

A public hearing will be held on the SDEIS a minimum of 15 days after the notice of its availability is published in the Federal Register. The purpose of the public hearing will be to receive formal comments on the SDEIS, the preliminary design of Alternatives B-1, C, D, and E, and State Trunk Highway changes in Wisconsin. Comments will be used to form the selection of a Preferred Alternative for the project.

15.2.3 Additional Meetings with the Public

In addition to broad public meetings, meetings with individuals affected by the project, city councils, county boards, and community groups were also conducted.

15.2.3.1 Meetings with Affected Business Owners on TH 36

Business owners whose businesses would be wholly affected (considered “total takes”) by the grade separation of the TH 5 to Osgood Avenue segment of the project were offered a one-on-one meeting to discuss the project and learn about acquisition and relocation policies. Many business owners took advantage of this offer. Results of these meetings are discussed in Chapter 5.

15.2.3.2 Local Government Updates

Briefings have been provided to city councils, town boards and county boards periodically and as requested. The purpose of these meetings was not to solicit project approvals but rather to keep local governments apprised of the project progress and address issues or concerns raised at the local level.

15.2.3.3 Community Groups

Presentations have also been presented to local community groups as requested to answer questions regarding the project. Presentations to date in Minnesota include: the Greater Stillwater Area Chamber of Commerce, the TH 36 Business Owners Group, the Stillwater/Oak

Park Heights Area Rotary Club, and the League of Women Voters. Presentations to date in Wisconsin include: New Richmond Area Rotary Club, Wis/DOT District 6 Highway Commissioners, and the International Right-of-Way Association.

15.2.4 Newsletters, Brochures and Project Website

Two newsletters (November 2003 and June 2004) and one brochure (May 2004) providing updates on project activities were published during the SDEIS process. The brochure and newsletter released in May 2004 and June 2004, respectively, were published in conjunction with the June 15 and June 21 public information meetings. An additional newsletter is planned for August 2004 in conjunction with the release of the SDEIS. The newsletters were mailed to a large number of households and businesses throughout the St. Croix River valley (approximately 36,000 households) and to a list of other interested individuals, agencies, and organizations.

Project information is also posted on a website at <http://www.dot.state.mn.us/metro/projects/stcroix/>. A link to this project website is also available from the Wis/DOT Website at <http://www.dot.wisconsin.gov/projects/d6/index.htm>. The project website main page includes a brief description of the project and project-related issues. On the left side of the main page are links that can be selected for additional project information (see below). There is also a link on the left side of the main page to the Resolve Website (<http://www.resolve.org/stcroix.html>) for information on the Stakeholder problem-solving process, including the purpose statement adopted by the Stakeholder Group and a listing of participants involved in the Stakeholder process.

Project information on this site includes a discussion of project status, need, background, the environmental process, project-related news releases from Mn/DOT, frequently asked questions, project contacts at Mn/DOT, Wis/DOT and FHWA, as well as copies of project documents (see Appendix A). The public involvement portion of the website includes a history of public and agency involvement, a summary of the 2003 scoping meetings (see Section 15.2.2.1), and information related to the June 2004 public information meeting (see Section 15.2.2.2). A link is also available on the project website to access other projects related to the St. Croix River Crossing project (e.g., \$5 Million Lift Bridge Repair Project). The project website is updated on a regular basis as new information and/or documents become available.

15.2.5 Media Coverage

Extensive media coverage of the St. Croix River Crossing project has occurred during the SDEIS process, in response to press releases, advertisement of public meetings, and other events. Periodic news articles have been published in area newspapers, including the *Stillwater Gazette*, the *Hudson Star-Observer*, the *New Richmond News*, the *St. Paul Pioneer Press*, and the *Minneapolis Star Tribune*. Occasional television and radio news reports also have been broadcast.

15.2.6 One-on-One Conversations, Email and Phone Calls

Project staff have communicated project information and have responded to inquiries from the public or businesses via one-on-one conversations, email correspondence, and phone conversations.

15.3 REVIEW OF PROJECT DOCUMENTATION AND SUPPLEMENTAL DRAFT EIS

Appropriate technical documentation and sections of the SDEIS were reviewed by staff from the lead agencies and by the cooperating agencies. Preliminary analysis results were also presented to the Stakeholder Group and associated subgroups.

The availability of the SDEIS was published in the Federal Register and the Minnesota EQB *Monitor*. Official notice and advertisements announcing the availability of the SDEIS and the date of the public hearing were published in various local and regional publications.

Copies of the SDEIS were provided to reviewing agencies, other agencies, local libraries, city/town halls, and to other interested organizations and individuals. A preliminary list of recipients of the document is provided in Chapter 17. A complete distribution list will be provided in the Supplemental Final EIS.

15.4 PERMITS AND APPROVALS

Permits, approvals, or completion of other documentation prior to the start of construction of the proposed project are required by the agencies listed in Table 15-4.

**TABLE 15-4
AGENCY PERMITS, APPROVALS, AND OTHER REQUIRED DOCUMENTS**

FEDERAL	
Advisory Council on Historic Preservation	<ul style="list-style-type: none"> Section 106 of the National Historic Preservation Act – Amended (or new) Memorandum of Agreement
Federal Highway Administration	<ul style="list-style-type: none"> Supplemental EIS (Draft and Final) and Section 4(f) of the Department of Transportation Act of 1966 Evaluations (Draft and Final) Section 106 of the National Historic Preservation Act –Amended (or new) Memorandum of Agreement Supplemental EIS Record of Decision
National Park Service	<ul style="list-style-type: none"> Section 7(a) of the Wild and Scenic Rivers Act - Evaluation
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> Section 10 of the Rivers and Harbors Act - Permit (navigable waters) Section 404 of the Clean Water Act - Permit (fill in U.S. waters)
U.S. Coast Guard	<ul style="list-style-type: none"> Section 9 of the Rivers and Harbors Act - Permit (navigable waters)
U.S. Fish and Wildlife Service	<ul style="list-style-type: none"> Biological Opinion

TABLE 15-4 (continued)
AGENCY PERMITS, APPROVALS, AND OTHER REQUIRED DOCUMENTS

STATE	
MN Department of Transportation	<ul style="list-style-type: none"> • Amended Scoping Decision Document • Supplemental EIS (Draft and Final) and Section 4(f) of the Department of Transportation Act of 1996 Evaluations (Draft and Final) • Supplemental EIS Adequacy Determination • Noise Standards Exemption • Wetland Conservation Act (WCA)
WIS Department of Transportation	<ul style="list-style-type: none"> • Supplemental EIS (Draft and Final) and Section 4(f) of the Department of Transportation Act of 1966 Evaluations (Draft and Final)
MN Department of Natural Resources	<ul style="list-style-type: none"> • Protected Waters Permit (if needed) • Mussel Relocation Permit • Water Appropriation Permit (if needed)
MN Pollution Control Agency	<ul style="list-style-type: none"> • Noise Standards Exemption • Section 401 of the Clean Water Act -Water Quality Certification • National Pollutant Discharge Elimination System/State Disposal System Permit (NPDES/SDS)
WIS Department of Natural Resources	<ul style="list-style-type: none"> • Concurrence Letter (through Wis/DOT – WisDNR Cooperative Agreement liaison process) • Scientific Collector Permit • Endangered/Threatened Species Permit • Authorization for Taking Endangered/Threatened Species (required jeopardy determination) • Section 401 of the Clean Water Act - Water Quality Certification • Air Quality Construction Permit (if needed) • Wetlands Process (NR 103)
MN State Historic Preservation Office	<ul style="list-style-type: none"> • Section 106 of the National Historic Preservation Act – Amended (or new) Memorandum of Agreement
WIS State Historic Preservation Office	<ul style="list-style-type: none"> • Section 106 of the National Historic Preservation Act – Amended (or new) Memorandum of Agreement
REGIONAL	
	<ul style="list-style-type: none"> •
Twin Cities Metropolitan Council	<ul style="list-style-type: none"> • Controlled Access Approval
LOCAL	
City of Oak Park Heights	<ul style="list-style-type: none"> • Municipal Consent
City of Stillwater	<ul style="list-style-type: none"> • Municipal Consent
Local Watershed Districts	<ul style="list-style-type: none"> • Coordination of Grading and Drainage Plans/Dewatering/Floodplain Management
St. Croix County	<ul style="list-style-type: none"> • Coordination of State Trunk Highway changes and local road alterations.
Town of St. Joseph	<ul style="list-style-type: none"> • Coordination of State Trunk Highway changes and local road alterations.

15.5 COMMENTS

Comments received during the public comment period for the SDEIS and responses to those comments will be included in the Supplemental Final EIS.