

Notice from the Federal Emergency Management Agency (FEMA) of Intent to Adopt an Environmental Assessment

St. Paul Port Authority Barge Terminal 2 Dockwall Rehabilitation Project U.S. Department of Transportation Maritime Administration

The Port Authority of the City of St. Paul, Minnesota has applied for funding through a Federal Emergency Management Agency's (FEMA) Port Security Grant Program (PSGP) to construct a new boat ramp on the downstream end of the existing Barge Terminal 2 (BT2) facility to provide an access point to the Mississippi River that is within downtown St. Paul. Construction of the boat ramp is a component of the larger, BT2 Dockwall Rehabilitation Project which will ensure continued operation of the barge cleaning and repair facility and improve river access for waterborne law enforcement, first responder emergency services, and rescue operations.



Source: Environmental Assessment for Saint Paul Port Authority Barge Terminal 2 Dockwall Rehabilitation Project.

Project Overview

Construction of the BT2 Boat Ramp includes an area of 5-inch-thick concrete pavers, placed in an area 18-feet-wide, 150-feet-long, with an approximate 13% slope. The ramp would be aligned parallel with the downstream end of the dockwall and offset 32 feet south, with steel sheet pile walls to secure soils on each side. Construction of the new boat ramp will require excavation below the Ordinary High Watermark of the Mississippi River and modification of existing rip rap below the waterline; however, the proposed design/alignment will take advantage of an existing



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embankment to minimize the excavation and grading needed to safely bring boats in and out of the water. Associated additional features including floating dock sections, a hinged access ramp, bumpers, fenders, shielded lighting, and a designated vehicle pathway will also be installed.

Purpose of the Project

The BT2 Boat Ramp will create a much-needed access point to the Mississippi River for law enforcement, first responder emergency services, and rescue operations with downtown St. Paul. Currently, the closest boat ramps are located six river miles upstream and over six river miles downstream of the BT2 facility. The BT2 Boat Ramp will create an infrastructure asset that does not currently exist, which is needed to improve incident response times. The proposed boat ramp is also needed to provide waterborne law enforcement and first responders 24/7, unfettered access to launch a vessel for emergency responses and provide secondary layer protection to all Maritime Transportation Security Act (MTSA) and non-MTSA regulated facilities within the Port of St. Paul and soft targets/crowded places within the high-density area of downtown St. Paul.

Environmental and Historic Preservation Review

FEMA is required by law to ensure that all projects that they fund comply with environmental and historic preservation laws, regulations, and Executive Orders. Per Section 3.6 of the FEMA Instruction 108-1, Instruction on Implementation of the Environmental Planning and Historic Preservation Responsibilities and Program Requirements (FEMA Directive 108-1), FEMA shall leverage existing NEPA analyses whenever practicable to support analyzing the impacts of a proposed action to avoid redundancy and duplicative review. Adopting NEPA documents prepared by other agencies can expedite the NEPA process as long as the document covers all elements of FEMA's proposed action; adequately meets the requirements of FEMA Directive 108-1; meets FEMA standards for legal sufficiency; and satisfies FEMA public involvement requirements. FEMA has reviewed, and intends to adopt, the Environmental Assessment (EA) for the St. Paul Port Authority Barge Terminal 2, Dockwall Rehabilitation Project prepared for the U.S. Department of Transportation (USDOT) by Short Elliott Hendrickson, Inc., dated September 9, 2024.

Public Participation

Interested persons are hereby notified of FEMA's intention to adopt the Environmental Assessment for the St. Paul Port Authority Barge Terminal 2, Dockwall Rehabilitation Project. Copies of the documents are available upon request. Written comments regarding this environmental action should be received no later than 5 p.m. on October 11, 2024, to FEMA-R5-Environmental@fema.dhs.gov; or by mail to:

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