

### Transportation Committee

For the Metropolitan Council meeting of December 11, 2019

**Subject:** Gold Line BRT Section 106 Programmatic Agreement

#### Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute the Gold Line Section 106 Programmatic Agreement (PA), developed jointly between the Federal Transit Administration (FTA), the Minnesota State Historic Preservation Office (MnSHPO), the Metropolitan Council, United States Army Corps of Engineers, Federal Highway Administration, and the Minnesota Department of Transportation.

#### Summary of Committee Discussion/Questions

Gold Line Project Manager Christine Beckwith presented this item.

Motion by Sterner, seconded by Atlas-Ingebretson. Motion carried. CONSENT to Council.

## Transportation Committee

Meeting date: November 25, 2019

For the Metropolitan Council meeting of December 11, 2019

<b>Subject:</b>	Gold Line Bus Rapid Transit – Section 106 Programmatic Agreement
<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	16 U.S.C Section 470(f)
<b>Staff Prepared/Presented:</b>	Wes Kooistra, General Manager, 612-349-7510 Charles Carlson, Director – BRT Projects, 612-349-7639 Chris Beckwith, Sr. Project Manager, Gold Line BRT, 651-602-1994 Chelsa Johnson, Environmental Lead, Gold Line BRT, 651-602-1997
<b>Division/Department:</b>	Metro Transit / Gold Line BRT Project Office

### Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute the Gold Line Section 106 Programmatic Agreement (PA), developed jointly between the Federal Transit Administration (FTA), the Minnesota State Historic Preservation Office (MnSHPO), the Metropolitan Council, United States Army Corps of Engineers, Federal Highway Administration, and the Minnesota Department of Transportation.

### Background

Section 106 requires federal agencies to consider the effects of their actions on historic properties before undertaking a project and is usually completed as part of the environmental review process. For the Gold Line, FTA determined that a phased process was more appropriate due to the two-year statutory requirement of the New Starts funding program for completing the environmental review process and the time needed to complete the Section 106 review. The PA outlines the process for completing the Section 106 process. It includes measures for identifying historic properties that may be affected by Gold Line, assessing effects of the project on these properties, and consulting with stakeholders to identify measures to avoid, minimize, and/or mitigate any adverse effects.

The PA was developed jointly with FTA and MnSHPO, whom are signatories of the PA, and the Council, the Federal Highway Administration, the United States Army Corps of Engineers and the Minnesota Department of Transportation, all of whom are invited signatories. A draft of the PA was included in the Final Environmental Assessment published in October 2019. A final, executed version of the PA will be included in the project’s environmental decision document.

### Rationale

Developing and executing a PA to ensure completion of the Section 106 process is a statutory requirement for implementing the Gold Line BRT Project pursuant to federal regulations at 36 CFR Part 800, which implement Section 106.

### Thrive Lens Analysis

The GBRT Project supports Thrive outcomes including livability, prosperity, and equity with its investment in high-quality transportation that will make the region more economically competitive by supporting major job creators and increasing workers’ access to employment hubs. The METRO Gold Line will distribute

transit resources throughout the region, benefitting regional residents and increasing the quality of transit service available.

### **Funding**

There are no funding considerations associated with this action. Any future funding required to implement the stipulations of the PA has been identified and is included in the overall cost estimate for the Gold Line BRT Project.

### **Known Support / Opposition**

There is no known opposition to this action.