

## Transportation Committee

Meeting date: August 23, 2021

For the Metropolitan Council meeting of September 8, 2021

<b>Subject:</b>	METRO Purple Line BRT Historic Preservation (Section 106) Memorandum of Agreement
<b>District(s), Member(s):</b>	District 11 (Vento), District 13 (Lee), District 14 (Fredson)
<b>Policy/Legal Reference:</b>	16 U.S.C Section 470(f)
<b>Staff Prepared/Presented:</b>	Craig Lamothe, Project Director, Purple Line, 763-258-3361 Chelsa Johnson, Environmental Lead, Purple Line, 602-370-3622
<b>Division/Department:</b>	Metro Transit / BRT Projects

### Proposed Action

That the Metropolitan Council (“Council”) authorize the Regional Administrator to negotiate and execute the Historic Preservation (Section 106) Memorandum of Agreement (MOA) developed jointly between the Federal Transit Administration (FTA), the Minnesota State Historic Preservation Office (MnSHPO), the Council, the United States Army Corps of Engineers (USACE), and the Federal Highway Administration (FHWA) for the METRO Purple Line (formerly Rush Line) Bus Rapid Transit Project (“Project”).

### Background

Section 106 of the National Environmental Policy Act (NEPA) 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. The MOA identifies historic properties that may be affected by the Project, associated effects on these properties, and measures to avoid, minimize, and/or mitigate any adverse effects.

The MOA was developed jointly with FTA and MnSHPO, whom are signatories of the MOA, and the Council, the FHWA, and the USACE, all of whom are invited signatories. A draft of the MOA was included in the Final Environmental Assessment published in May 2021. A final, executed version of the MOA will be included in the Project’s environmental decision document.

### Rationale

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

### Thrive Lens Analysis

Investment in high-quality transportation options will advance the Thrive outcome of prosperity, by making the region more economically competitive through increased workers’ access to employment, and support to employers by increasing available workforce with affordable, convenient transportation.

The Project advances the Equity outcome by distributing transit resources throughout the region, benefitting regional residents and increasing transit service quality. More than half of the corridor population identify as Black, Indigenous, or people of color (BIPOC). There are approximately 18,000 zero car households in the corridor and nearly 20 percent of households living below the poverty level. Increased access to financial

opportunities, educational opportunities, and health services are a key outcome of implementing the Project, advancing the Thrive outcome of livability.

### **Funding**

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

### **Known Support / Opposition**

There is no known opposition to the execution of the Memorandum of Agreement.