

**STATUS REPORT  
on the**

**Programmatic Agreement  
Among  
The Federal Transit Administration  
The Metropolitan Council  
The Minnesota State Historic Preservation Office  
And  
Advisory Council on Historic Preservation  
Regarding the Construction of  
The Central Corridor Light Rail Transit Project  
Between Minneapolis and St. Paul, Minnesota**

**Status Report #9  
January 2012**

## **INTRODUCTION**

The Central Corridor Light Rail Transit (LRT) project is an approximately 11-mile LRT line that will serve the Minneapolis and St. Paul downtown areas, as well as the University of Minnesota (U of M) and the State Capitol complex. In downtown Minneapolis, it will integrate with the Hiawatha LRT line. There will be 23 stations along the line, including five shared with the existing Hiawatha LRT and an operations and maintenance facility will be constructed as part of the project in downtown St. Paul.

This Status Report covers the period from October 1, 2011 to December 31, 2011.

## **STIPULATION I: PROJECT DESIGN DEVELOPMENT**

The obligations of Stipulation I of the CCLRT Programmatic Agreement are complete with submittal of the final set of design plans for the Operations and Maintenance Facility (as reported in Status Report #5).

## **STIPULATION II: DESIGN OF FUTURE STATIONS AT HAMLINE, VICTORIA AND WESTERN**

The obligations of Stipulation II of the CCLRT Programmatic Agreement are complete with submittal of the final design plans for the stations at Hamline Avenue, Victorian Street, and Western Avenue (reported in Status Report #3) and MnSHPO findings that the plans were consistent with the Secretary of Interior Standards (as reported in Status Report #4).

## **STIPULATION III: ARCHAEOLOGY**

There have been no actions pertaining to this stipulation in the reporting period.

## **STIPULATION IV: RESOLUTION OF ADVERSE EFFECTS**

As of the date of the completion of this Status Report, MnSHPO has made adverse effects findings for four historic properties and/or districts – the St. Paul Urban Renewal Historic District, the State Capitol Mall Historic District, the St. Paul Union Depot, and the Lowertown Historic District.

St. Paul Union Depot: As previously reported, a final Mitigation Plan addressing adverse effects of the CCLRT project to the St. Paul Union Depot has been approved by MnSHPO and circulated to parties to the Programmatic Agreement. Implementation of the Mitigation Plan will occur as part of Civil East construction activities and is expected to be completed in 2013.

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State Capitol Mall Historic District: A final mitigation plan was circulated to MnSHPO and all parties on February 25, 2010. Implementation of the mitigation plans is anticipated to be complete in 2012.

St. Paul Urban Renewal Historic District: Mitigation for effects to the St. Paul Urban Renewal Historic District was documented in the Programmatic Agreement and is reported under Stipulation VII.

Lowertown Historic District: A final mitigation plan addressing adverse effects of the CCLRT Operations and Maintenance Facility to the Lowertown Historic District was circulated to parties to the Programmatic Agreement in June. The primary focus of this Plan is development of new Lowertown Historic District Guidelines that would be administered by the St. Paul HPC. As previously reported, the Met Council and the City of St. Paul will enter into a subordinate funding agreement (SFA), permitting the City to initiate the contracting process and manage the process more directly. The City has been provided a copy of this SFA and Met Council will execute the SFA upon its receipt.

### **STIPULATION V: NOISE AND VIBRATION ASSESSMENT AND MITIGATION**

The obligations of Stipulation V of the CCLRT Programmatic Agreement are complete with submittal of the final copy of the Vibration Noise Management Remediation Plan (VNMRP) as reported in Status Report #4 and completion of consultation with property owners, as reported in Status Report #5.

### **STIPULATION VI: PARKING AND TRAFFIC**

Stipulation VI.A: There have been no actions pertaining to this stipulation in the reporting period.

Stipulation VI.B: There have been no actions pertaining to this stipulation in the reporting period.

Stipulation VI.C: Reporting on the status of the implementation of parking mitigation is now taking place on a monthly basis as required by the FTA's Finding of No Significant Impacts for the Supplemental Environmental Assessment assessing impacts of CCLRT construction on businesses, which was published in March 2011. A copy of the monthly business mitigation status report can be found at [www.centralcorridor.org](http://www.centralcorridor.org).

### **STIPULATION VII: RECORDATION OF CEDAR STREET AND REDEVELOPMENT DESIGN GUIDELINES**

360 Cedar Street Recordation: The provisions of this stipulation were completed and documented in a letter dated January 8, 2010 from MnSHPO finding that the documentation fulfills Stipulation VII.A of the Programmatic Agreement.

Design Guidelines for 4<sup>th</sup>/5<sup>th</sup>/Minnesota/Cedar streets block: There have been no actions pertaining to this stipulation in the reporting period.

### **STIPULATION VIII: NATIONAL REGISTER NOMINATION FORMS**

The Met Council has prepared a refined cost estimate, with input from MnDOT Cultural Resources unit staff, and with input from consultants, that will be used in the procurement process, seeking professional consulting service to complete this stipulation of the Programmatic Agreement. It is anticipated this procurement will be re-bid in March 2012.

### **STIPULATION IX: PUBLIC EDUCATION**

Stipulation IX.A: There have been no actions pertaining to this stipulation in the reporting period.

Stipulation IX.B: There have been no actions pertaining to this stipulation in the reporting period.

Stipulation IX.C: The obligations of Stipulation IX.C of the CCLRT Programmatic Agreement are complete with submittal of a final scope of work for public education activities in February 2010.

### **STIPULATION X: PUBLIC INFORMATION AND INVOLVEMENT**

Stipulation X.A: All documents developed as part of implementing the stipulations in the Programmatic Agreement, copies of status reports, and other documentation are being made available at [www.centralcorridor.org](http://www.centralcorridor.org).

Stipulation X.B: No objections have been noted during this reporting period.

### **STIPULATION XI: PROTECTION MEASURES**

As reported in Status Report #4, a final copy of the Construction Protection Plan (CPP) was distributed to all parties to the Programmatic Agreement in May 2010. During this reporting period, Civil East (construction of LRT tracks, reconstruction of roadways and sidewalks, LRT station construction, etc. in St. Paul) and Civil West (similar activities as Civil East, but in Minneapolis) contracts were initiated and several meetings were held with both contractors to review the measures contained in the CPP (and contained in contract specifications) (Stipulation XI.B). Vibration monitoring and reporting (on a weekly basis) will take place throughout the duration of vibration-intensive construction activities for these construction contracts.

### **STIPULATION XII: PROJECT MODIFICATIONS**

As documented in the CCLRT Final Environmental Impact Statement (FEIS), the north alleyway at the Central Presbyterian Church's (500 Cedar Street) would be closed with construction of Central Corridor LRT. A concept for access replacement was included in the FEIS, and shared with parties to the Programmatic Agreement in June 2009 (see Status Report #1). This concept focused on replacing the Church's primary business entrance (and ADA accessible entrance) to the Church's existing southern entryway. This would entail improvements interior and exterior (including an ADA-accessible ramp). In early November 2011, staff from MnSHPO and the St. Paul HPC met on site, at the Central Presbyterian Church, to review plans prepared by the Church's architect for these improvements. As a result of this meeting, HPC did request modifications to the entrance-way design, which were made by the Church's architect. Copies of the revised plans were provided to MnSHPO and to the St. Paul HPC. In late November 2011, the HPC approved the Church's plans.

Although not directly related to the primary obligations of this stipulation, it should be noted that Central Presbyterian Church received payment in full from Met Council in December 2011 through the right-of-way process, allowing Central Presbyterian to make all required improvements to their southern entryway.

**STIPULATION XIII: PROJECT DISCOVERY**

There have been no actions pertaining to this stipulation in the reporting period.

**STIPULATION XIV: QUARTERLY REPORT ON AGREEMENT IMPLEMENTATION**

This is the ninth quarterly report prepared on the status of implementation of Central Corridor LRT Programmatic Agreement stipulations.

**STIPULATION XV: STANDARDS**

All work carried out pursuant to the Programmatic Agreement has been carried out consistent with the requirements noted in this stipulation.

**STIPULATION XVI: DISPUTE RESOLUTION**

There have been no disputes requiring resolution in the reporting period.

**STIPULATION XVII: AMENDMENTS**

There have been no requests, nor any preparation of, amendments to the Programmatic Agreement during the reporting period.

**STIPULATION XVIII: TERMINATION OF AGREEMENT**

There have been no requests by any party to terminate the Programmatic Agreement during the reporting period.

**STIPULATION XIX: DURATION OF AGREEMENT**

There has been no change to the duration of the Programmatic Agreement during the reporting period.

**SCHEDULE OF ANTICIPATED ACTIVITIES OVER NEXT REPORTING PERIOD**

The following activities are anticipated to take place over the next reporting period, concluding March 30, 2012.

- Procurement of professional consulting services for preparation of NRHP eligibility forms.
- Implementation of mitigation plans for Union Depot and the State Capitol Mall Historic District.