



Appendix A-4 Appendix Chapter 4: Cultural Resources Documents

Appendix A-4 Appendix Chapter 4: Cultural Resources Documents are companion documents to the Supplemental Draft Environmental Impact Statement containing Chapter 4 (Community and Social Analysis). These documents are available online: <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Environmental/Supplemental-Draft-EIS.aspx>

Documents included:

- Section 106 Compliance Plan
- Section 106 Consultation Meeting Materials
- Historic Property Outreach Letters and Responses
- Invitations to Consulting Parties
- Memorandum of Agreement
- Re-opening of Consultation Letters August 2023
- Responses to Invitations to Consulting Parties
- Minnesota State Historic Preservation Office (SHPO) Correspondence

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Cultural Resources Attachments: Section 106 Compliance Plan



Section 106 Compliance Plan

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Introduction and Project Background

The proposed METRO Blue Line Light Rail Extension (BLRT Extension) project consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. This project anticipates funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act of 1966, as amended (54 United States Code § 306108) and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800 et. seq. The Metropolitan Council (Council) is the project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

FTA, as the Lead Federal Agency, and the Council, as the local project sponsor, published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with NEPA and MEPA. FTA signed a Record of Decision (ROD) on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota (MOA)*, which was executed on August 23, 2016, and amended September 20, 2022.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions began to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. In anticipation of reopening review of the project under Section 106, this memo outlines a



recommended APE for the modified route and the approach for completing additional cultural resources studies, as necessary, for compliance with Section 106.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; four park-and-ride facilities (one existing at 63rd Avenue Station and three new at Robbinsdale, Bass Lake Road, and Oak Grove stations); and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line, and other planned routes; the Northstar Commuter Rail; and express bus routes.

The following modified route, described from north to south, meets the project's principles and stated goals, and will be advanced for supplemental environmental and cultural resources review:

- West Broadway Avenue (CSAH 103) from Oak Grove Parkway to 73rd Avenue North in Brooklyn Park. Includes stations at Oak Grove, 93rd Avenue, 85th Avenue, and Brooklyn Boulevard.
- Bottineau Boulevard (County Road 81) between 73rd Avenue North in Brooklyn Park to the intersection of County Road 81 and West Broadway Avenue in Minneapolis. Includes stations at 63rd Avenue and Bass Lake Road in Crystal, and a station in the downtown (three location options being considered) and at Lowry Avenue/North Memorial Hospital (Lowry Avenue Station) in Robbinsdale.
- West Broadway Avenue from County Road 81 to North Lyndale Avenue in North Minneapolis. This includes a design option along 21st Avenue North from North Irving Avenue to North Lyndale Avenue or Washington Avenue, one block to the north of West Broadway Avenue. Includes stations at Penn Avenue (CSAH 2) and either one station at North Emerson/Dupont Avenue or two stations, one at Irving/James Avenue and the other at Bryant/Aldrich Avenue along either the West Broadway Avenue or 21st Avenue North alignment.
- Two options will be evaluated to connect from West Broadway to Target Field Station:
 - North Lyndale Avenue to North 7th Street or Olson Memorial Highway (TH 55), eventually terminating at the existing Target Field Station in downtown Minneapolis. Includes a station at Plymouth Avenue North.
 - A new bridge over I-94 at either 21st Avenue or just south of West Broadway Avenue, and an alignment running parallel to Washington Avenue east of I-94 that connects to Target Field Station using North 7th Street and 10th Ave North. Includes a station at Plymouth Avenue North.

The modified route includes potential new or reconstructed vehicular bridges to accommodate LRT. Design options under consideration may also add or eliminate some of these potential new bridges or bridge reconstructions:

- New bridge parallel to the existing West Broadway Avenue bridge across TH 610
- Elevated structure to transition LRT from West Broadway Avenue over 73rd Avenue North to County Road 81
- Potential new bridges to elevate the County Road 81 traffic lanes over Bass Lake Road
- Reconstruction of the existing bridge over the Canadian Pacific (CP) railroad corridor in Crystal



- Reconstruction of the existing bridge over TH 100 in Robbinsdale
- Elevated structure at the North Memorial Hospital to carry LRT over North Lowry Avenue and Theodore Wirth Parkway
- Reconstruction of the existing North 7th Street bridge to carry LRT over I-94 to follow North 7th Street or to East Lyndale Avenue North and Olson Memorial Highway (Lyndale Option only)
- New bridge over I-94 either at 21st Avenue or just south of West Broadway Avenue (I-94 east option only)
- Reconstruction of the Plymouth Avenue Bridge over the west-bound I-94 ramps (I-94 east option only)
- Reconstruction of the 3rd Street Connector Viaducts over 10th Avenue North (I-94 east option only)
- New bridge parallel to existing LRT bridge at Target Field Station

Area of Potential Effects

The APE for the project was originally defined in 2011 and refined in 2018 by FTA based on the former preferred alternative reviewed in the 2016 Final EIS. Although the project traverses almost all the same municipalities and has similar features (stations, park-and-ride facilities, OMF), the modified route follows a different alignment, a substantive change as defined in Stipulation III.A of the MOA necessitating a reexamination of and a revision to the APE. Based on the potential effects of the modified route and to align with APEs for similar FTA transit projects throughout the region and nationally, changes to the parameters of the previously defined APE are recommended. A summary of the previous parameters and the current proposed APE parameters are summarized below. As design of the project advances, FTA in coordination with the Council's Preservation Lead (Preservation Lead), may revise the APE as appropriate in consultation with the SHPO.

Archaeology APE

The previously defined APE included all areas of proposed construction activities or other potential ground disturbing activities associated with construction with 500-foot buffers from the center point of stations and from the limits of disturbance (LOD) for proposed park-and-rides and the OMF. Based on the project as currently defined, and in keeping with FTA's other projects in the state/region, the recommended archaeology APE would include areas of potential ground disturbance, which would be defined through the modified route's LOD (see **Figures 1-5**). The archaeology APE includes areas subject to ground disturbance associated with the construction of the alignment, stations, park-and-rides, parking lots, new bridges, OMF, and areas where roadway, parking, pedestrian, bicycle, utility, or trail segments are being improved.

As design advances and details for these and other ancillary project elements are known, the archaeology APE would be adjusted as appropriate, by FTA in consultation with the SHPO.

Architecture/History APE

Potential effects of the project include increases in noise and vibration due to construction, demolition activities, and increased rail or bus traffic. The construction of new stations and other ancillary features have a higher potential for physical, auditory, or visual impacts due to the new construction, as well as the increase in traffic around the station areas and possibility for increased development in suburban areas.

The elements of the previously defined APE and the current recommended APE parameters are summarized in **Table 1**.



METRO Blue Line LRT Extension (BLRT)

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Table 1. Revised Architecture/History APE Parameters

Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
Alignment	500 feet on either side of the proposed alignment to account for potential vibration effects during construction, construction and operation noise, and permanent visual effects.	All properties within 200 feet of the centerline of the proposed alignment not blocked from view to the alignment by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for construction and operation noise and vibration effects, and permanent visual effects that have the potential to change the character or use of the historic property.	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for LRT is 175 feet with intervening buildings, 350 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity (adjacent) to the alignment.</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Visual – Given the low profile of the LRT track and intervening buildings and vegetation along much of the corridor, it is anticipated that potential permanent visual effects would be limited to properties immediately fronting the alignment (approximately 150-200 feet from the alignment).</p>



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Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
Stations	0.25-mile radius from the center point of proposed stations to account for potential vibration effects during construction, construction and operation noise, permanent visual effects, and potential increased redevelopment.	All properties within 500 feet (roughly equates to one block in urban areas) from the center point of the station to account for potential construction and operation noise, vibration effects during construction, permanent visual effects that have the potential to change the character or use of the historic property, and potential for increased redevelopment which would likely be limited within close proximity to the new station.	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for stations is 100 feet with intervening buildings, 200 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity (adjacent) to the station.</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Visual – Given intervening buildings and vegetation along much of the corridor, it anticipated that potential permanent visual effects would be limited to properties immediately fronting the alignment (approximately 150-200 feet from the alignment). Potential visual effects may extend further in locations of a park-and-ride structure.</p> <p>Redevelopment – Some areas of potential redevelopment are located along the alignment. Land use planning and potential redevelopment is occurring on a regular basis in these communities. Potential redevelopment more directly associated with the introduction of the station would be limited to the close proximity (up to 500 feet/~1 block) of the new station.</p>



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Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
Operations and Maintenance Facility (OMF)	0.25-mile buffer from the perimeter of the OMF site to account for potential vibration effects during construction, construction and operation noise, and permanent visual effects.	All properties within 750 feet from the perimeter of the OMF site to account for potential construction and operation noise, vibration effects during construction, and permanent visual effects that have the potential to change the character or use of the historic property.	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for yards/shops is 650 feet with intervening buildings, 1,000 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity to the OMF, even in an unobstructed area.</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Visual – The OMF is located in an area with few intervening buildings or vegetation. However, it is anticipated that visibility of the OMF building would dissipate with distance.</p>



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Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
Bridges (see Table 2 for additional detail regarding APE for specific proposed bridges)			
New locations or replacements of an existing bridge with a profile (deck surface/top of railhead) no more than 12 feet above an existing grade and/or surface of the feature being crossed	All properties within 600 feet from the perimeter of the structure to account for potential vibration effects during construction (assumes the potential for pile driving), construction and operation noise, and minor permanent visual effects.	All properties within 200 feet from the perimeter of the structure and not blocked from view by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for potential vibration effects during construction (assumes the potential for pile driving), construction and operation noise, changes in traffic, and permanent visual effects that have the potential to change the character or use of the historic property.	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for LRT is 175 feet with intervening buildings, 350 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity (adjacent) to the alignment/bridge.</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Visual – Bridges in this category (see Table 2) would be constructed adjacent to reconstructions of existing bridges. Any difference in grade between the bridge and the surrounding area is anticipated to be small and potential visibility would be further blocked by intervening buildings and vegetation. It anticipated that potential permanent visual effects it anticipated that potential permanent visual effects would be limited to properties immediately fronting the alignment (approximately 150-200 feet from the alignment).</p>
*Previous project profile was no more than 6 feet above grade			



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Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
<p>New locations or replacements of an existing bridge with a profile more than 12 feet above (higher) an existing grade and/or surface of the feature being crossed</p> <p><small>*Previous project profile was more than 6 feet above grade</small></p>	<p>All properties within 0.25 miles from the perimeter of the structure to account for potential vibration effects during construction (assumes the potential for pile driving), construction and operation noise, and more substantial permanent visual effects.</p>	<p>All properties within 500 feet from the perimeter of the structure and not blocked from view by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for potential construction and operation noise, vibration effects during construction (assumes the potential for pile driving), changes in traffic, and permanent visual effects that have the potential to change the character or use of the historic property.</p>	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for LRT is 175 feet with intervening buildings, 350 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity (adjacent) to the alignment/bridge</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Traffic – Although traffic patterns may shift or be otherwise temporarily affected during construction of the bridges, it is anticipated there would be little impact to existing traffic and shifts in traffic patterns would not result in rerouting major traffic volumes into areas not already affected by traffic.</p> <p>Visual – Bridges in this category (see Table 2) would likely be more visible but it is anticipated that potential permanent visual effects would dissipate with distance, especially given the intervening buildings and vegetation along the corridor.</p>



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Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
Roadways and Parking Lots <i>(includes above ground elements, e.g., lighting, signage, signal systems, trees, etc.)</i>			
Modifications to existing collector (local) streets and access within existing right-of-way	All property within 125 feet from the perimeter of the construction limits/LOD to account for potential changes in traffic, temporary and permanent noise and vibration effects, and minor permanent visual effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction.	APE for similar project element with similar effects for Gold Line BRT project.
Modifications to existing major arterial streets and highways (non-limited access) within existing ROW	All property within 150 feet from the perimeter of the construction limits/LOD to account for potential changes in traffic, temporary and permanent noise and vibration effects, and permanent visual effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction.	APE for similar project element with similar effects for Gold Line BRT project.
Modifications to existing highways (limited access) within existing ROW	All property within 300 feet from the perimeter of the construction limits/LOD to account for potential changes in traffic, temporary and permanent noise and vibrations effects, and permanent visual effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction.	APE for similar project element with similar effects for Gold Line BRT project.



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Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
New and relocated/realigned collector (local), major arterial streets, and highways (non-limited access) not within existing right-of-way	All property within 200 feet from the perimeter of the construction limits/LOD to account for temporary and permanent noise and vibration effects, new traffic, and permanent visual effects.	First tier of properties directly fronting the roadway and intersections not blocked by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for construction and operation noise, changes in traffic, and permanent visual effects that have the potential to change the character or use of the historic property.	APE for similar project element with similar effects for Gold Line BRT project.
New surface parking facilities (no buses), modification to existing surface parking facilities (no buses), and new access roads	All property within 150 feet from the perimeter of the construction limits/LOD to account for temporary and permanent noise and vibration effects, new traffic, and permanent visual effects.	First tier of adjacent properties not blocked by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for construction and operation noise, changes in traffic, and permanent visual effects that have the potential to change the character or use of the historic property.	APE for similar project element with similar effects for Gold Line BRT project.



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Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
<i>Pedestrian and Bicycle Improvements</i>			
Pedestrian (ADA) ramps	All property within 50 feet from the perimeter of the construction limits/LOD to account for minor visual effects and construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.
Sidewalks and trail improvements (no above grade elements other than curbs and medians)	All property within 100 feet from the perimeter of the construction limits/LOD to account for potential minor visual effects and construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property. If proposed sidewalk or trail improvements directly abut a property, the property would be included within the APE.	APE for similar project element with similar effects for Gold Line BRT project.
Pedestrian enhancements (e.g., sidewalks and trails) that include above grade elements (e.g., lighting, trees, signage, etc.)	All property within 125 feet from the perimeter of the construction limits/LOD to account for potential visual effects and construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.



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Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
Utilities and Systems			
Below ground (no pile driving)	All property within 25 feet from the perimeter of the construction limits/LOD to account for construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.
Above ground utility lines other than high-voltage transmission lines (no pile driving)	All property within 125 feet from the perimeter of the construction limits/LOD to account for permanent visual effects and construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.
Borrow/Fill and Floodplain/Stormwater/Wetland Mitigation Areas			
Borrow/fill and floodplain/stormwater/ wetland mitigation areas	Generally, all property within 125 feet from the perimeter of the construction limits/LOD to account for vibration during construction and potential permanent visual effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.



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Project Element	APE Limit and Rationale – Previous Route 90% (2018)	APE Limit and Rationale – Modified Route (2022)	Notes
Noise Walls			
Noise walls (no pile driving)	Not previously addressed.	All properties within 100 feet of the construction limits/LOD to account for physical effects, temporary noise/vibration during construction, and potential visual effects that have the potential to change the character or use the historic property. This may be increased or decreased, depending on the change in grade and the method of construction.	APE for similar project element with similar effects for Gold Line BRT project.
*Noise walls are not part of the current design but may be part of the updated design.			



The APE limit and rationale for the proposed new or reconstructed bridges is summarized in **Table 2** below.

Table 2. Architecture/History APE for Bridges

Bridge Location	APE Limit and Rationale
New bridge over TH 610	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing TH 610. The new bridge will parallel an existing bridge along West Broadway Avenue over TH 610. It is assumed the new bridge will have a similar height and massing to the existing bridge, which will minimize potential permanent visual effects.
Elevated structure at 73 rd Avenue North	500 feet from the perimeter of the structure – Potential vibration (possible pile driving) during construction and noise during construction and operation. The new structure will be more than 12 feet above the surrounding grade and has potential for increased permanent visual effects.
New bridges at Bass Lake Road	500 feet from the perimeter of the structure – Potential vibration (possible pile driving) during construction and noise during construction and operation. The new structure will be more than 12 feet above the surrounding grade and has potential for increased permanent visual effects.
Bridge reconstruction over CP Railroad	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from the existing CP Railroad and roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridge, which will minimize potential permanent visual effects.
Bridge reconstruction over TH 100	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from the existing roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridge, which will minimize potential permanent visual effects.
Elevated structure at North Memorial Hospital	500 feet from perimeter of the structure – Potential vibration (possible pile driving) during construction and noise during construction and operation. The new structure will be more than 12 feet above the surrounding grade and has potential for increased permanent visual effects.



Technical Memorandum

METRO Blue Line LRT Extension (BLRT)

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Bridge Location	APE Limit and Rationale
Bridge reconstruction along North 7th Street over I-94	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing highways and roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridge, which will minimize potential permanent visual effects.
New bridge over I-94 at either 21st Avenue or just south of West Broadway Avenue	500 feet from perimeter of the structure – Potential vibration (possible pile driving) during construction and noise during construction and operation. The new structure will likely be more than 12 feet above the surrounding grade and has potential for increased permanent visual effects.
Bridge reconstruction along Plymouth Avenue over I-94 on ramps	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing highways and roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridge, which will minimize potential permanent visual effects.
Bridge reconstruction of 3rd Street Connector Viaducts over 10th Avenue North	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing highways and roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridges, which will minimize potential permanent visual effects.
New bridge parallel to existing LRT bridge at Target Field Station	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing highways and roadways. The new bridge will parallel an existing bridge at Target Field Station. It is assumed the new bridge will have a similar height and massing to the existing bridge, which will minimize potential permanent visual effects.

The recommended architectural history APE for the route based on the current design is shown on **Figures 1-5**. Design is continuing to advance and details regarding roadway, parking lot, pedestrian, bicycle, and utility improvements, or the location of borrow/fill and floodplain, stormwater, or wetland mitigation areas are being identified. As design develops, the recommended revised APE parameters summarized in **Table 1** will be applied. Further changes to the design details which result in changes to the APE as outlined above will be coordinated with FTA and SHPO as appropriate.



Cultural Resources Studies

Identify Historic Properties

For the purpose of Section 106, historic properties include resources that are listed in or determined eligible for listing in the National Register of Historic Places (NRHP). As determined through conversations with FTA, the Preservation Lead will be responsible for overseeing cultural resources investigations for the proposed project, including a literature review, Phase I and II (if necessary) surveys to identify historic properties within the APE, and an assessment of effects the project may have on historic properties. FTA, as the Lead Federal Agency, will review these studies and make final determinations of eligibility and findings of effect for each historic property in the APE, in consultation with SHPO and consulting parties. A summary of the proposed methodology for the investigations is provided below. All work will be conducted in accordance with all federal, state, and local laws, and the reporting will be prepared in accordance with Stipulation I of the MOA, SHPO's *Manual for Archaeological Projects in Minnesota* (Anfinson 2005), *Minnesota State Archaeologist's Manual for Archaeological Projects in Minnesota* (Anfinson 2011), SHPO's *Historic and Architectural Survey Manual* (2017), and the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (NPS 1983).

Archaeological Resources

The following work plan outlines the approach to identifying and evaluating (Phase I and II, respectively) precontact and post-contact archaeological properties that are eligible for inclusion in the NRHP in the project's archaeology APE. The primary tasks that comprise this approach include research and assessment (Task 1), inventory and evaluation (Task 2), and analysis and reporting (Task 3).

Under the direction of the Preservation Lead, archaeological investigations will be conducted by a principal investigator who meets the *Secretary of the Interior's Professional Qualification Standards* for archaeology. The survey will be conducted in accordance with applicable federal, state, and local requirements including the Minnesota Field Archaeology Act and the Minnesota Private Cemeteries Act.

Task 1: Research and Assessment

To inform the route modification process, a review of known cultural resources along alternative modified routes under consideration was completed in November 2021. At this early stage of design, a 0.25-mile study area was used as a buffer to encompass areas that may be included within a final APE. Supplemental research at the Minnesota Historical Society (MNHS), the Minnesota Office of the State Archaeologist (OSA), and the SHPO will be conducted to identify known archaeological sites that have been previously identified within a one-mile radius of the project area. The one-mile radius aids in the determination of archaeological sites potential. Reports of previous archaeological surveys, including the archaeological assessment completed for the previous route, will be reviewed. Research will also be conducted at the University of Minnesota to access historical aerial photographs, historical plat maps, and soil data. Precontact and post-contact period contexts will be briefly reviewed, with a focus to inform the discussion of potential site types within the APE and assessment of potential for intact archaeological resources to exist.

Based on the results of the research and desktop map analysis, the principal investigator, in coordination with the Preservation Lead, will identify portions of the APE that have not been previously surveyed and do not appear to be disturbed and conduct a preliminary field assessment. This preliminary investigation will assess archaeological site potential, identify areas of previous disturbance, and attempt to identify surface features that may not be depicted on historical maps or aerial photographs. Portions of the APE that have been previously assessed for this project will be reviewed to determine whether investigations have occurred in the area since it was last reviewed or if there are substantive changes in field conditions. The results of this assessment will inform the locations of Phase I survey, if necessary (Task 2).



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As the design of the project and location of ancillary features are identified, it is assumed areas that may be impacted by proposed construction may change. Therefore, assessment of new areas identified outside of the current APE will be conducted as they are identified and will inform the Supplemental EIS.

The research results will be compiled in an archaeological assessment report. This brief report will identify:

- Known archaeological sites and historic properties within a one-mile radius of the project area
- Sections of the APE that have been previously documented/surveyed
- Sections of the APE that have been previously disturbed
- Portions of the APE that have not been previously surveyed that may require survey in the future.

At the conclusion of the archaeological assessment, the Council and Preservation Lead will meet with FTA to discuss the results and confirm identified areas requiring Phase I archaeological survey, if any. The Preservation Lead will submit a report of the archaeological assessment results to FTA for its review. The Preservation Lead will work with the principal investigator to address comments and submit a revised version of the report to FTA. FTA will then transmit the report to SHPO and consulting parties for review.

Task 2: Inventory and Evaluation

If any portions of the APE were identified during Task 1 as requiring additional survey, and FTA concurs with the assessment, Task 2 will begin with a Phase I archaeological survey of those areas. During the Phase I survey, subsurface testing, likely in the form of shovel testing, may be employed in the high potential areas identified in the archaeological assessment report. In addition, limited shovel testing may be completed for identified sites to more clearly determine the overall character and delineate the horizontal and vertical extent of the sites. Newly identified archaeology sites will be documented on a Minnesota Archaeological Site Form. At the conclusion of the Phase I archaeological survey, the Council and the Preservation Lead will meet with FTA to discuss the results and confirm areas requiring Phase II archaeological evaluation, if any.

If the results of the Phase I survey identify archaeology sites within the APE that are potentially eligible for inclusion in the NRHP, a Phase II evaluation of these properties will be completed to determine their eligibility. A Phase II archaeological evaluation may involve the excavation of formal test units to assess the soil stratigraphy, types of artifacts present, vertical artifact densities, potential for features, site extent, and site condition. Test unit excavations are controlled excavations of typically 1 x 1-meter squares to determine the presence of buried artifacts and/or features.

Artifacts encountered during the Phase I and II investigations will be collected in a manner consistent with SHPO's *Manual for Archaeological Projects in Minnesota* (Anfinson 2005) and the *Minnesota State Archaeologist's Manual for Archaeological Projects in Minnesota* (Anfinson 2011).

Task 3: Analysis and Reporting

Following completion of any Phase I and Phase II archaeological survey that may be necessary, the principal investigator will analyze the data and prepare a technical report of the investigations describing project methodology, previous investigations, appropriate historical contexts, results, and recommendations. The reporting will be prepared in accordance with the SHPO's *Manual for Archaeological Projects in Minnesota* (Anfinson 2005) and the *Minnesota State Archaeologist's Manual for Archaeological Projects in Minnesota* (Anfinson 2011). Sites documented during the survey will be recorded on new or updated Minnesota Archaeological Site Forms. Collected artifacts will be processed and analyzed in compliance with the survey guidelines of the SHPO. Artifacts from private property will be returned to the landowner after they are analyzed. Artifacts identified on publicly owned lands during the Phase I and II investigations will be curated at the MNHS, per the requirements of the OSA archaeological license.



The Preservation Lead will submit the report to FTA for its review. The Preservation Lead will work with the principal investigator to address comments and submit a revised version of the report to FTA. FTA will then transmit the report and their determinations of eligibility to SHPO and consulting parties for review. If FTA determines there are historic properties in the APE and SHPO concurs with FTA's determinations of eligibility, effects will be assessed as discussed below. If SHPO does not concur with FTA's determinations of eligibility, the disagreement will be resolved pursuant to Stipulation XVIII of the MOA.

Architectural History Properties

The following work plan outlines the approach to identifying and evaluating (Phase I and II, respectively) architectural history properties that are eligible for inclusion in the NRHP in the project's APE. The primary tasks that comprise this approach include research and assessment (Task 1), inventory and evaluation (Task 2) and analysis and reporting (Task 3).

Under the direction of the Preservation Lead, architectural history investigations will be conducted by a principal investigator who meets the *Secretary of the Interior's Professional Qualification Standards* for architectural history and/or history. The survey will be conducted in accordance with applicable federal, state, and local requirements including the Minnesota Historic Sites Act.

Task 1: Research and Assessment

As noted above, to inform the route modification process, a review of known cultural resources along alternative routes under consideration was completed in November 2021. At this early stage of design, a 0.25-mile study area was used as a buffer to encompass areas that may be included within a final APE. Supplemental research will be conducted at the SHPO to review reports of previously conducted surveys within the APE. Research will be completed at MNHS and local historical societies to locate historical maps, aerial photographs, and local histories to aid in the development of historical contexts. Previously developed historic contexts will be identified and utilized. Existing contexts may be updated, or new contexts may be developed (e.g., for new geographic areas), as needed, to facilitate evaluation of properties within the architectural history APE.

As shown in **Figures 1-5**, most of the architectural history APE for the modified route was surveyed as part of the Section 106 review during previous stages of this project. The first survey for the project was completed in 2012 to support the Draft EIS (properties built in 1965 or earlier). This investigation covered several alternatives that were under consideration at that time. A second survey was completed in 2013 to evaluate properties within the APE for the Plymouth Avenue Station, which had been added to the project. In 2015, a Cultural Landscape Study was prepared for Theodore Wirth Regional Park. In 2017, a supplemental survey was completed to document properties built between 1966 and 1972 per Stipulation I (Identification of Additional Historic Properties) of the MOA. In 2018, another supplemental survey was completed to document properties within a revised and expanded APE, evaluate the Park Lane Residential District, and to address additional information received about properties associated with Prince Rogers Nelson within the APE. It is recommended that properties previously surveyed for this project, which were completed within the last 10 years, do not need to be resurveyed unless a new area of potential significance for a property is identified. Other properties surveyed within the last 10 years for Section 106 compliance will also be excluded from further survey and evaluation if the documentation of the evaluations is adequate for the purposes of this project.

According to Stipulation I.A of the MOA, properties 50 years of age or older from the estimated start of construction date meet the criteria for survey. Project construction is anticipated to start in 2025-2026; therefore, properties built in 1976 or earlier will be included in the survey. The Hennepin County property database provides building construction dates for tax parcels. These dates are assumed to be generally reliable for properties erected in the second half of the twentieth century and will be used to eliminate properties from the survey that were built after 1976. Additionally, parcel data will be reviewed to identify if properties that were built in 1976



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or earlier that fall within the APEs for previous surveys were not previously evaluated due to their age and, therefore, would now require survey. It will not be necessary to re-evaluate NRHP-listed or previously determined eligible properties unless there has been a significant change in their integrity or if additional information is needed to assess potential project effects.

The Council recommends use of new desktop tools for the initial assessment of architectural history properties to inform and streamline the Phase I survey. Available Google Street View imagery within the APE, which dates from 2019 to 2022 throughout most of the corridor, will be reviewed to complete an initial assessment of properties built in 1976 or earlier and not previously evaluated for Section 106 compliance within the last 10 years. In addition, imagery dating to November 2020 through Hennepin County's Cyclomedia program will be reviewed to supplement the Street View imagery and further inform the initial assessment. Properties will be assessed further in the field (see Task 2 below). Properties within the APE that are built after 1976 with no potential for exceptional significance and, therefore, per the SHPO's *Historic and Architectural Survey Manual* (2017), do not meet the requirements for survey will be documented with Street View or Cyclomedia imagery, recorded in table format, and mapped.

Task 2: Inventory and Evaluation

For properties within the APE that meet the requirements for survey (built in 1976), the principal investigator, in coordination with the Preservation Lead, will conduct a Phase I (reconnaissance) architectural history investigation. The study will be conducted according to the *Secretary of the Interior's Standards for Identification* (NPS 1983), SHPO's *Historic and Architectural Survey Manual* (2017), and the recommended methodology outlined below.

Following the initial desktop assessment, a windshield reconnaissance of the properties within the APE that meet the requirements for Phase I survey will be completed. During the windshield reconnaissance, surveyors will be observant of all properties to identify those that may have been incorrectly assessed as lacking significance or integrity during the desktop assessment due to inaccurate or incomplete data, or to identify potential historic districts. Outreach to local community members and stakeholders, including Section 106 consulting parties, will be completed to gather input regarding locally important properties, as well as identify local community members to potentially accompany field staff to further inform and facilitate in-field survey and documentation.

Sanborn Fire Insurance Maps and historical aerial photographs will be reviewed to narrow construction dates and understand the land use history of each property. Each property that meets the criteria for survey (built in 1976 or earlier) will be assessed during the Phase I study for potential eligibility for the NRHP. Based on the results of the desktop review, community outreach, windshield reconnaissance, and supplemental research, a supplemental field visit to properties or districts identified as potentially eligible will be completed. Each potentially eligible property or district will be documented with field notes and photographed with a digital camera from the public right-of-way. Additionally, the principal investigator will assess the historic integrity of properties within the APE that were previously determined eligible within the last 10 years and NRHP-listed properties within the APE to determine if there have been significant changes to each property's integrity. If there have been no significance or integrity changes, each previously determined eligible or NRHP-listed property will be photodocumented, mapped, and recorded in table format, but will not be documented on an inventory form unless its integrity has been compromised.

Each property surveyed (constructed in 1976 or earlier) will receive a SHPO inventory number and will be documented on a Minnesota Individual Property Inventory Form. An example Phase I Minnesota Individual Property Inventory Form utilizing available Google Street View and Cyclomedia imagery is included as Attachment B. Documentation will include architectural descriptions, assessments of integrity, brief narratives and statements of significance, recommendation of eligibility, photographs, and GIS mapping. A Minnesota Multiple Property Inventory Form will be completed for linear resources or potential historic districts identified within the APE.



If any of the Phase I properties are recommended as having potential significance, the Council and the Preservation Lead will meet with FTA to discuss the results and receive concurrence from FTA to proceed with completing a Phase II (intensive) survey and evaluation of those properties to determine their eligibility. A Phase II architectural history evaluation will include additional property-specific supplemental research at MNHS, SHPO, the University of Minnesota and other local repositories as appropriate. Properties will be documented with detailed field notes and additional photographs with a digital camera may be taken. Each property will be evaluated for eligibility according to the NRHP criteria. The principal investigator will also evaluate the seven aspects of integrity for each property. The results of the Phase II evaluation will be recorded on an updated Minnesota Architecture-History Inventory form.

Task 3: Analysis and Reporting

Following survey, the principal investigator will compile the Phase I and II survey results into a report that will meet the requirements outlined in the SHPO's *Historic and Architectural Survey Manual* (2017). Separate reports may be prepared to align with and inform the Supplemental Draft EIS. The report(s) will describe project methodology; survey results; include maps of the project location, APE, known historic properties, and survey results; and provide recommendations of eligibility for each surveyed property. The Preservation Lead will submit the report(s) to FTA for its review. The Preservation Lead will work with the principal investigator to address comments and submit revised versions of the survey report(s) and inventory forms to FTA. FTA will then transmit the report(s), inventory forms, and their determinations of eligibility to SHPO and consulting parties for review. If FTA determines there are historic properties in the APE, and SHPO concurs with FTA's determinations of eligibility, effects will be assessed as discussed below. If SHPO does not concur with FTA's determinations of eligibility, the disagreement will be resolved pursuant to Stipulation XVIII of the MOA.

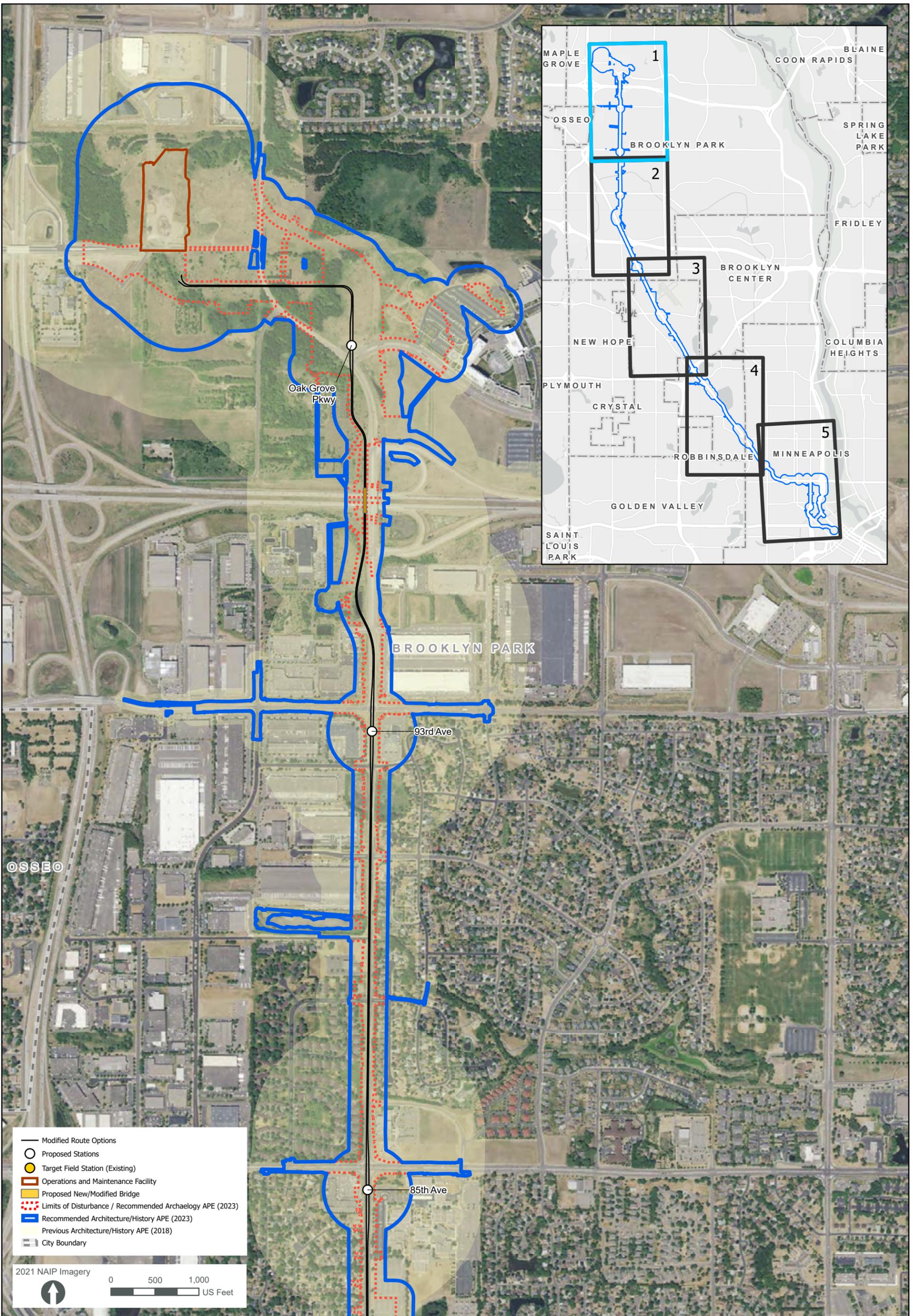
Assess Effects to Historic Properties

The potential effects from the project on historic properties within the revised APE will be assessed by the Preservation Lead pursuant to Stipulation I.C of the MOA. Pursuant to 36 CFR 800.5, the assessment of effects will summarize the significance of each historic property within the APE, assess how the project may affect each historic property's integrity and/or ability to convey its significance, and apply the criteria of adverse effect. The results of the study will be presented in a report with recommendations for FTA's findings of effect. The report will also clarify whether any of the findings of effect presented in the *Section 106 Assessment of Effects and Final Determination of Effect for Historic Properties* (January 2016) remain valid.

If FTA finds that the project will result in No Adverse Effect to historic properties and SHPO agrees, no further consultation is required pending implementation of any conditions tied to the finding. If FTA finds the project will result in adverse effects to historic properties and SHPO agrees, FTA will resolve the adverse effects as discussed below. If SHPO does not concur with FTA's finding of effect, the disagreement will be resolved pursuant to Stipulation XVIII of the MOA.

Resolve Adverse Effects

If a finding of Adverse Effect is made for the project, FTA will consult with SHPO, the Council, and consulting parties pursuant to Stipulation XIV of the MOA to determine the appropriate means to resolve the adverse effects and develop mitigation plans as required. The MOA will be amended to document the historic properties within the APE for the modified route and the resolution of any adverse effects to those properties.



- Modified Route Options
- Proposed Stations
- Target Field Station (Existing)
- ▭ Operations and Maintenance Facility
- ▭ Proposed New/Modified Bridge
- ⋯ Limits of Disturbance / Recommended Archaeology APE (2023)
- ▭ Recommended Architecture/History APE (2023)
- ▭ Previous Architecture/History APE (2018)
- ▭ City Boundary

2021 NAIP Imagery

0 500 1,000 US Feet

FIGURE 1: RECOMMENDED AREA OF POTENTIAL EFFECTS



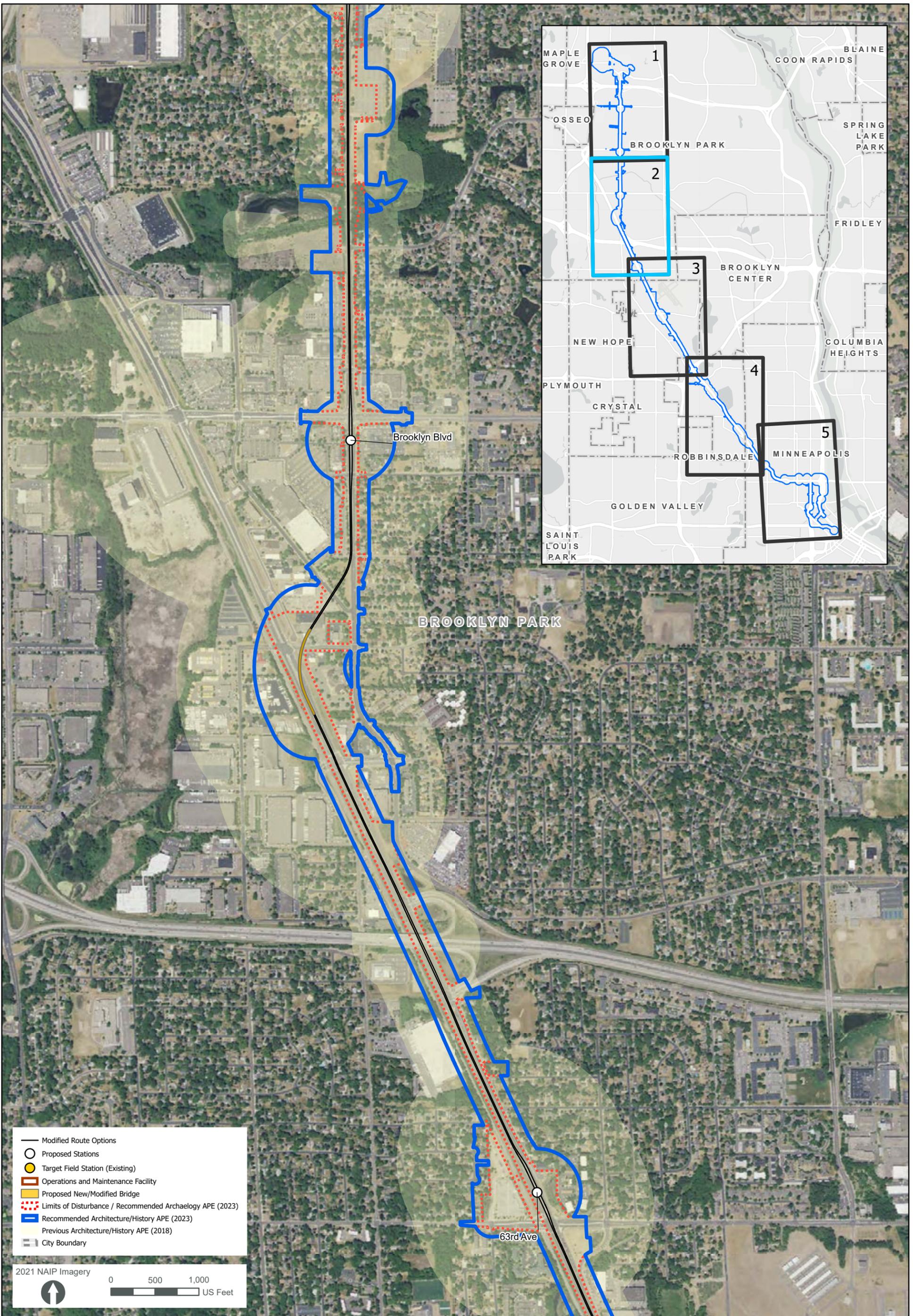


FIGURE 2: RECOMMENDED AREA OF POTENTIAL EFFECTS

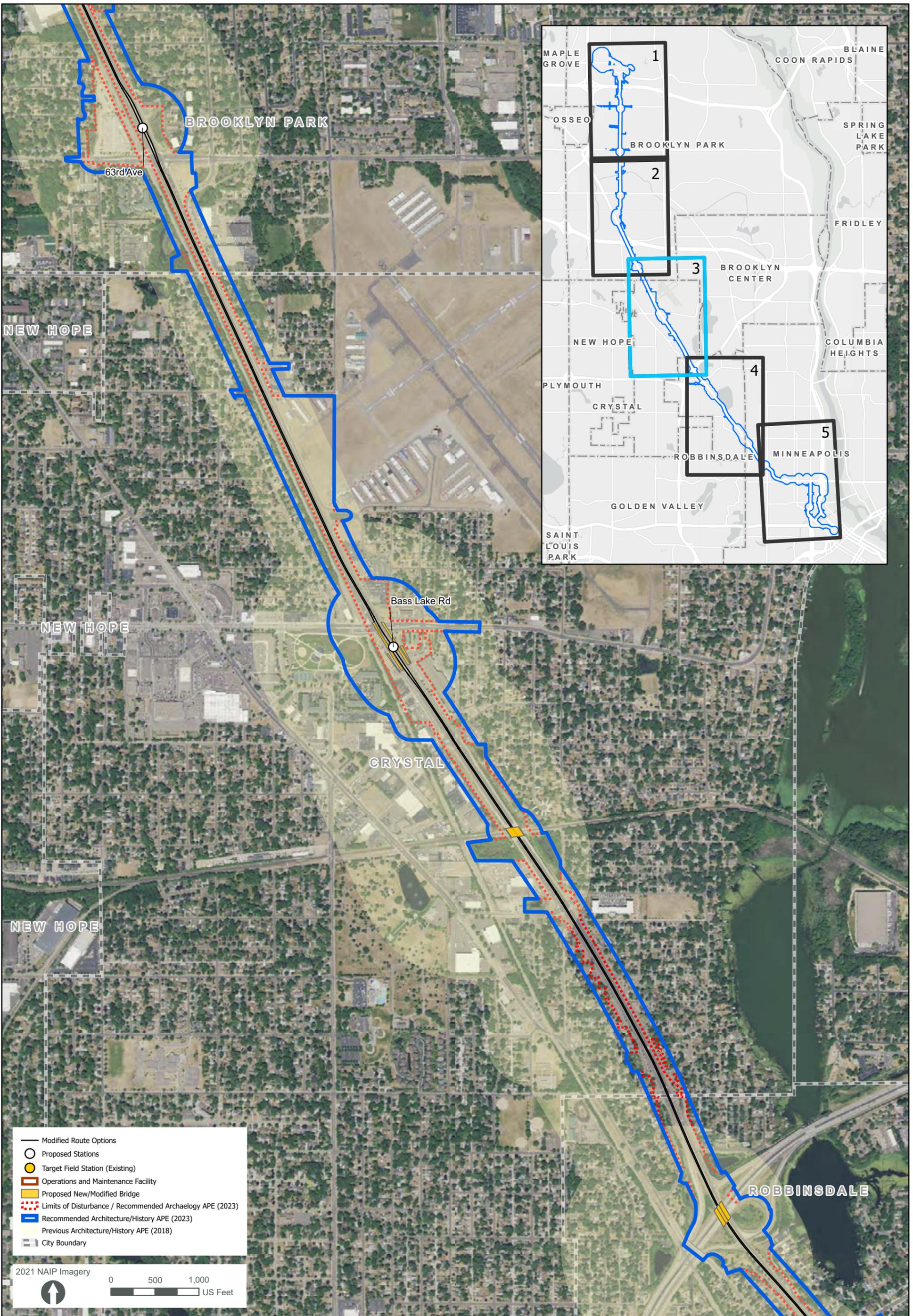


FIGURE 3: RECOMMENDED AREA OF POTENTIAL EFFECTS

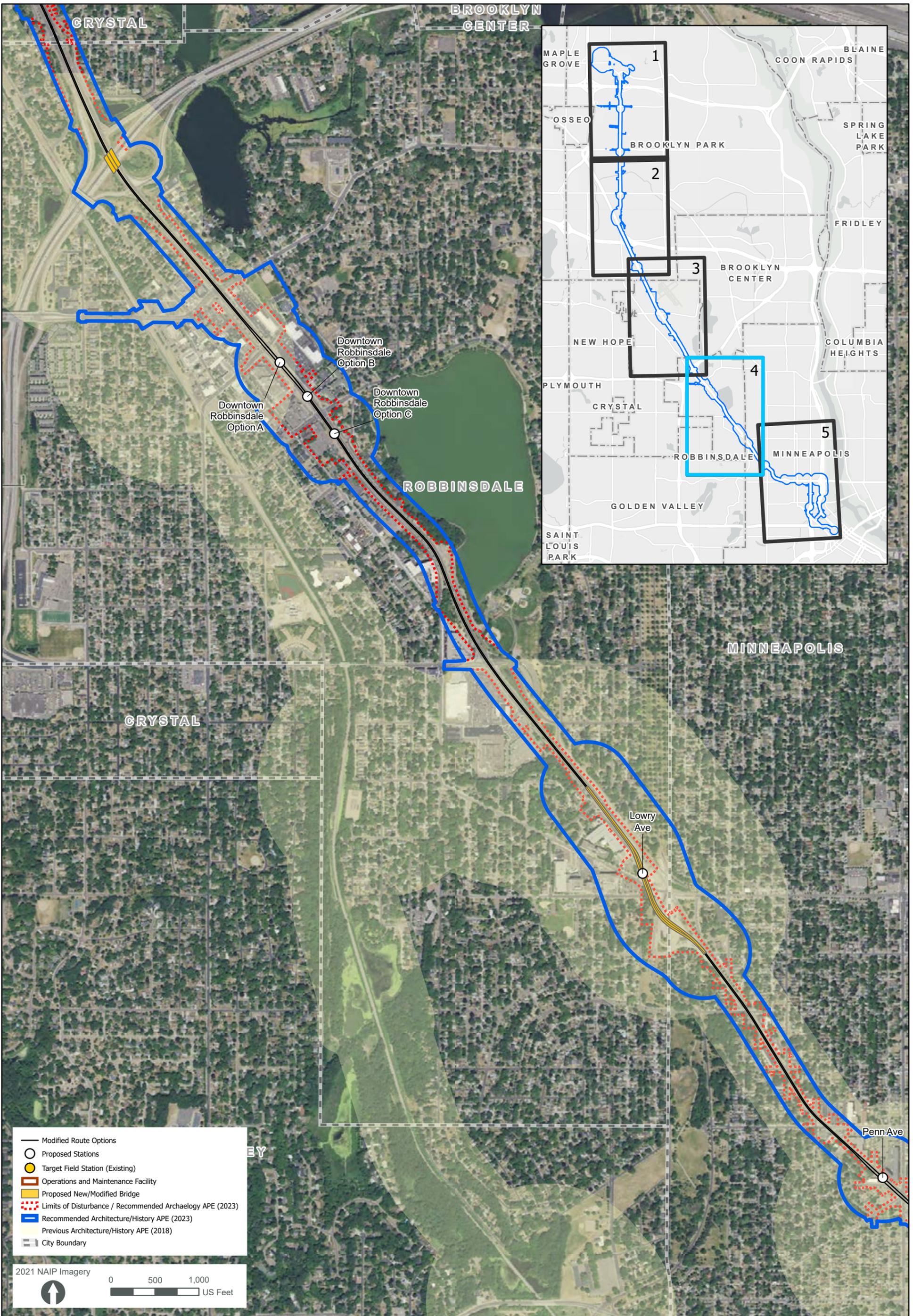


FIGURE 4: RECOMMENDED AREA OF POTENTIAL EFFECTS

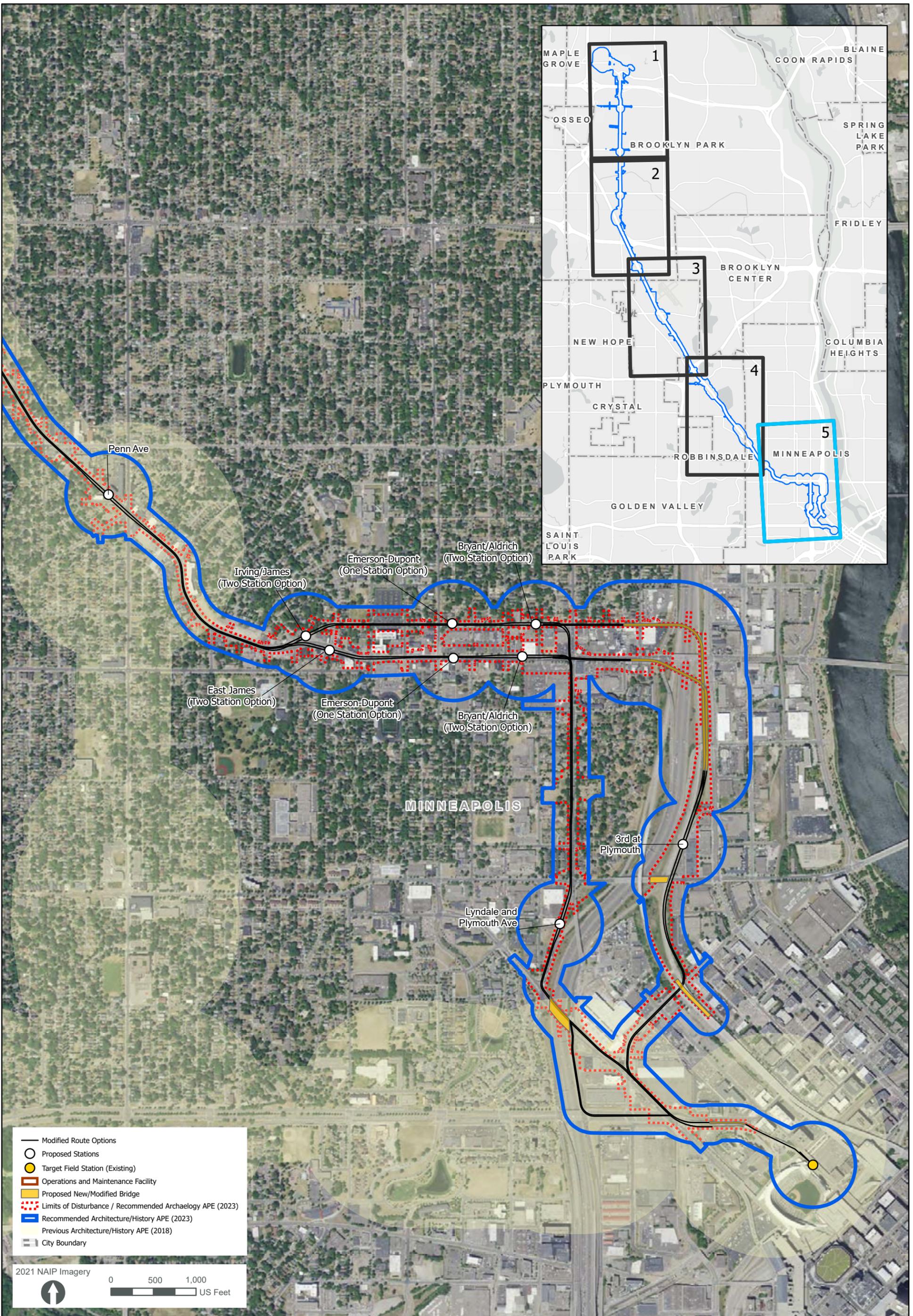


FIGURE 5: RECOMMENDED AREA OF POTENTIAL EFFECTS



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Attachment A. FTA Noise and Vibration Impact Assessment Guidance



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Table 4-7 Screening Distance for Noise Assessments

Project Systems		Screening Distance, ft*	
		Unobstructed	Intervening Buildings
Fixed-Guideway Systems			
Commuter Rail Mainline		750	375
Commuter Rail Station	With Horn Blowing	1,600	1,200
	Without Horn Blowing	250	200
Commuter Rail Road Crossing with Horns and Bells		1,600	1,200
RRT		700	350
RRT Station		200	100
LRT		350	175
Streetcar		200	100
Access Roads to Stations		100	50
Low and Intermediate Capacity Transit	Steel Wheel	125	50
	Rubber Tire	90	40
	Monorail	175	70
Yards and Shops		1000	650
Parking Facilities		125	75
Access Roads to Parking		100	50
Ancillary Facilities: Ventilation Shafts		200	100
Ancillary Facilities: Power Substations		250	125
Bus Systems			
Busway		500	250
Bus Rapid Transit (BRT) on exclusive roadway		200	100
Bus Facilities	Access Roads	100	50
	Transit Mall	225	150
	Transit Center	225	150
	Storage & Maintenance	350	225
	Park & Ride Lots w/Buses	225	150
Ferry Boat Terminals		300	150

*Measured from centerline of guideway for fixed-guideway sources, from the ROW on both sides of the roadway for highway/transit sources, from the center of noise-generating activity for stationary sources, or from the outer boundary of the proposed project site for fixed facilities spread out over a large area.

Figure 1. Selection from the FTA Transit Noise and Vibration Impact Assessment Manual (2018, page 35) showing the screening distances for noise assessments.



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Excerpt 1. Selection from the FTA Transit Noise and Vibration Impact Assessment Manual (2018, pages 184-186) showing the vibration source levels for construction equipment (Table 7-4) and the equation to calculate the distance from construction equipment at which damage may occur (Equation 7-2), and the thresholds for damage for various types of buildings (Table 7-5).



Note that the criteria in Section 7.2, Step 4 do not apply to qualitative assessments.

Step 3: Use a Quantitative Construction Vibration Assessment

Use a quantitative construction vibration assessment to estimate vibration for appropriate projects per Section 7.2, Step 1b.

For quantitative construction vibration assessments, follow the recommended procedure in this step. Vibration source levels from typical construction equipment and operations are provided below, and procedures on how to estimate construction vibration for damage and annoyance are provided in Steps 3a and 3b, respectively.

- Vibration Source Levels from Construction Equipment** – Table 7-4 presents average source levels in terms of velocity for various types of construction equipment measured under a wide variety of construction activities. The approximate rms vibration velocity levels were calculated from the PPV limits using a crest factor of 4, representing a PPV-rms difference of 12 dB. Note that although the table gives one level for each piece of equipment, there is considerable variation in reported ground vibration levels from construction activities. The data in Table 7-4 provide a reasonable estimate for a wide range of soil conditions.⁽⁶⁶⁾⁽⁶⁷⁾⁽⁶⁸⁾⁽⁶⁹⁾

Table 7-4 Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft, in/sec	Approximate Lv at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

^a RMS velocity in decibels, VdB re 1 micro-in/sec

3a. Damage Assessment

Assess for building damage for each piece of equipment individually.

Construction vibration is generally assessed in terms of peak particle velocity (PPV), as described in Section 5.1.



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TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT MANUAL

- Determine the vibration source level (PPV_{ref}) for each piece of equipment at a reference distance of 25 ft as described above and in Table 7-4.
- Use Eq. 7-2 to apply the propagation adjustment to the source reference level to account for the distance from the equipment to the receiver. Note that the equation is based on point sources with normal propagation conditions.

$$PPV_{equip} = PPV_{ref} \times \left(\frac{25}{D}\right)^{1.5} \quad \text{Eq. 7-2}$$

where:

PPV_{equip} = the peak particle velocity of the equipment adjusted for distance, in/sec
 PPV_{ref} = the source reference vibration level at 25 ft, in/sec
 D = distance from the equipment to the receiver, ft

3b. Annoyance Assessment

Assess for annoyance for each piece of equipment individually. Ground-borne vibration related to human annoyance is related to rms velocity levels, expressed in VdB as described in Section 5.1.

Estimate the vibration level (L_v) using Eq. 7-3.

$$L_{v,distance} = L_{vref} - 30 \log\left(\frac{D}{25}\right) \quad \text{Eq. 7-3}$$

where:

$L_{v,distance}$ = the rms velocity level adjusted for distance, VdB
 L_{vref} = the source reference vibration level at 25 ft, VdB
 D = distance from the equipment to the receiver, ft

Step 4: Assess Construction Vibration Impact

Compare the predicted vibration levels from the Quantitative Construction Vibration Assessment with impact criteria to assess impact from construction vibration.

Assess potential damage effects from construction vibration for each piece of equipment individually. Note that equipment operating at the same time could increase vibration levels substantially, but predicting any increase could be difficult. The criteria presented in this section should be used during the environmental impact assessment phase to identify problem locations that must be addressed during the engineering phase.

Compare the PPV and approximate L_v for each piece of equipment determined in Section 7.2, Step 3 to the vibration damage criteria in Table 7-5, which is presented by building/structural category, to assess impact.⁽⁷⁾⁽⁷⁾ The approximate rms vibration velocity levels were calculated from the PPV limits using a crest factor of 4.



Table 7-5 Construction Vibration Damage Criteria

Building/ Structural Category	PPV, in/sec	Approximate L_v
Reinforced-concrete, steel or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster)	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings extremely susceptible to vibration damage	0.12	90

RMS velocity in decibels, VdB re 1 micro-in/sec

Compare the L_v determined in Section 7.2, Step 3 to the criteria for the General Vibration Assessment in Section 6.2 to assess annoyance or interference with vibration-sensitive activities due to construction vibration.

Step 5: Determine Construction Vibration Mitigation Measures

Evaluate the need for mitigation and select appropriate mitigation measures where potential human impacts or building damage from construction vibration have been identified according to Section 7.2, Step 4.

5a. Determine the appropriate approach for construction vibration mitigation considering equipment location and processes.

- **Design considerations and project layout**
 - Route heavily-loaded trucks away from residential streets. Select streets with the fewest homes if no alternatives are available.
 - Operate earth-moving equipment on the construction lot as far away from vibration-sensitive sites as possible.
- **Sequence of operations**
 - Phase demolition, earth-moving, and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be substantially less when each vibration source operates separately.
 - Avoid nighttime activities. Sensitivity to vibration increases during the nighttime hours in residential neighborhoods.
- **Alternative construction methods**
 - Carefully consider the use of impact pile-driving versus drilled piles or the use of a sonic/vibratory pile driver or push pile driver where those processes might create lower vibration levels if geological conditions permit their use.
 - Pile-driving is one of the greatest sources of vibration associated with equipment used during construction of a project. The source levels in Table 7-4 indicate that sonic pile drivers may provide substantial reduction of vibration levels compared to impact pile drivers. But, there are some additional vibration effects of sonic pile drivers that may limit their use in sensitive locations.
 - A sonic pile driver operates by continuously shaking the pile at a fixed frequency, literally vibrating it into the ground. Continuous operation at a fixed frequency may, however, be more



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Attachment B. Example Phase I Inventory Form

Minnesota Individual Property Inventory Form



Please refer to the *Historic and Architectural Survey Manual* before completing this form.

Must use *Adobe Acrobat Reader* to complete and save this form. *Adobe Acrobat Reader* can be downloaded at: <https://get.adobe.com/reader/?promoid=KLXME>

General Information

Historic Name: House & Garage

Other Names: _____

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No.): _____

New or Updated Form: New

Review and Compliance No.: 2022-XXXX

Extant: Yes

Agency Proj. No.: XXXX

Survey Type: Reconnaissance (Phase 1)

Grant No.: _____

Location Information

Street Address: 1324 Upton Avenue North

County: Hennepin

City/Twp: Minneapolis

If Multiple, List All Counties: _____

If Multiple, List All Cities/Townships: _____

Total Acres: Less than one acre

UTM Coordinates:

Datum: NAD83

USGS 7.5 Quad Name(s): Minneapolis South

UTM Zone	Easting	Northing
<u>15N</u>	<u>475228</u>	<u>4982157</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Township: 29 Range: 24 E/W: E Section: 17

QtrQtrQtr: _____ QtrQtr: SWSE Qtr: _____

Township: _____ Range: _____ E/W: _____ Section: _____

QtrQtrQtr: _____ QtrQtr: _____ Qtr: _____

Urban:

Subdivision: WH Lauderdales Addn to MPLS

Block(s): 003

Lot(s): 022

Property Identification Number (PIN): 1702924430205

Previous Determinations

Previous Individual Determination:

- National Register Listed
- NPS DOE
- State Register Listed
- CEF
- SEF
- Locally Designated
- Not Eligible

Previous District Determination:

- District Name: _____
- Within a National Register-Listed District
Contributing Status: _____
 - Within a State Register-Listed District
Contributing Status: _____
 - Within a CEF District
Contributing Status: _____

- Within a SEF District
Contributing Status: _____
- Within a Locally Designated District
Contributing Status: _____

Minnesota Individual Property Inventory Form

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No.): _____

Classification

Associated Properties (Name and Inventory No.): _____

Property Category: Building

Number of Resources on the Property:

Buildings: 2 Structures: _____ Sites: _____ Objects: _____

Function or Use

Historic:

Function/Use Category: Domestic

Function/Use Category (if other): _____

Function/Use Subcategory: Single Dwelling

Function/Use Subcategory (if other): _____

Current:

Function/Use Category: Domestic

Function/Use Category (if other): _____

Function/Use Subcategory: Single Dwelling

Function/Use Subcategory (if other): _____

Description

Provide full Narrative Description on Continuation Sheet.

Architectural Style: Bungalow

Architectural Style (if other): _____

Exterior Material: Stucco

Exterior Material (if other): _____

Significance

Provide full Statement of Significance on Continuation Sheet.

Applicable National Register of Historic Places Criteria:

Criterion A: Property is associated with significant events.

Yes No More Research Recommended

Criterion B: Property is associated with the lives of significant persons.

Yes No More Research Recommended

Criterion C: Property has significant architectural characteristics.

Yes No More Research Recommended

Criterion D: Property may yield important information in history/prehistory.

Yes No More Research Recommended

Criteria Considerations? No Yes

If yes, describe in Statement of Significance on Continuation Sheet.

Area of Significance: _____

Additional or Other Area(s) of Significance: _____

Period(s) of Significance: _____

Date(s) Constructed: ca. 1923

Other Significant Construction Dates: _____

Discuss in Statement of Significance on Continuation Sheet.

Date Source(s): Hennepin County Assessor

Architect/Builder/Engineer: Unknown

Architect/Builder/Engineer Documentation: _____

Minnesota Individual Property Inventory Form

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Bibliography

Complete Bibliography on Continuation Sheet.

Additional Documentation

For all properties, the following additional documentation must be submitted with the inventory form. Refer to the *Historic and Architectural Survey Manual* for guidance.

1. Photographs
2. Maps

Preparer's Information and Recommendation

Preparer Name and Title: Jeanne Barnes, Senior Architectural Historian

Organization/Firm (if applicable): HDR

Date Inventory Form Prepared: 10/04/2022

Recommended Individual Evaluation:

- Eligible for the National Register
 Not Eligible for the National Register
 More Information Needed for Evaluation

- Eligible for Local Designation
 Not Eligible for Local Designation
 More Information Needed for Local Designation

Recommended District Evaluation:

- Within a National Register-Eligible District

Contributing Status: _____

District Name: _____

District Inventory Number: _____

- Within a Locally-Eligible District

Contributing Status: _____

District Name: _____

District Inventory Number: _____

State Historic Preservation Office Comments (SHPO Use Only)

Initials: _____ Date: _____

Individual Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Historic District Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Contributing/Noncontributing Status Recommendation

- Concur Does Not Concur More Information Needed

Comments:

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Narrative Description

The one-and-a-half-story, two-bay, front-gabled house sits on a solid concrete foundation and has a rectangular plan. The house is covered with stucco and has three intersecting front gables that are finished with wide overhanging boxed eaves with a bracketed cornice. The Sanborn Fire Insurance Map of 1930 indicates the house is wood-frame construction, covered with stucco, and originally had a composition roof. The roof is now covered with asphalt shingles and is pierced by an interior brick chimney with a plain cap and a front-gabled dormer, both on the southern slope. The main entry is a single-leaf entry on the northern bay of the façade that is reached by a set of concrete steps with metal railing. Window openings hold replacement single and paired one-over-one, double-hung windows, and in the southern bay of the façade, a large picture window flanked by narrow one-over-one, double-hung windows. The rear of the house has a one-story, one-bay projecting front-gabled bay fenestrated with paired window openings and the same material treatment as the main block.

The house sits on the east side of the street and is set back approximately 35 feet from the road. The property is fronted by a concrete sidewalk and a concrete walkway with stairs and a metal handrail leads to the main entry on the façade. The back yard is enclosed with a wood privacy fence. Landscaping is minimal with a small flowerbed on the façade and a few mature trees.

To the rear (east) of the house is a one-story, one-bay, two-car, wood-frame garage clad with T-111 siding. The garage appears to date to ca. 1985 based on its form and materials. It sits on a poured concrete foundation and is capped with a front-gabled, asphalt-shingled roof with wide overhanging eaves. Visible fenestration is limited to a metal roll-up vehicular garage door.

The house retains its integrity of location, design, setting, feeling, and association. Integrity of workmanship and materials has been minimally affected by replacement windows and doors.

Statement of Significance

1324 Upton Avenue North is located within W.H. Lauderdale’s Addition to Minneapolis, which was platted in June 1889 by William H. Lauderdale and his wife Susan A. Lauderdale. The subdivision consisted of four blocks between Sixteenth Avenue North on the north, Sheridan Avenue on the east, Plymouth Avenue on the south, and Upton Avenue on the west. Each block contained 29 or 30 lots, roughly 40 feet wide and 129 feet deep, each with an alley. Parcels within this subdivision were not developed until the early 1920s.

The property at 1324 Upton Avenue North is typical of the suburban development of Minneapolis and Hennepin County in the first half of the twentieth century. It is not associated with any significant events in local, state, or national history, nor is it associated with any significant individuals (Criteria A and B). The house is typical of Bungalows constructed in the 1920s and does not represent a significant architectural type, style, method of construction, or the work of a master (Criterion C). The property is unlikely to yield information important to historical study (Criterion D).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Due to an overall lack of historic significance found during the Phase I reconnaissance level survey, the property at 1324 Upton Avenue North does not warrant further investigation.

Bibliography

Sanborn Insurance Maps of Minneapolis, Minnesota. Sanborn Map Company, Vol. 2, 1930. Sheet 182. Map. Hennepin County Library.

<https://digitalcollections.hclib.org/digital/collection/p17208coll17/id/5057/rec/1>

W.H. Lauderdale's Addition to Minneapolis. 1889. Plat Map. Hennepin County Library.

<https://digitalcollections.hclib.org/digital/collection/p17208coll17/id/6820/rec/1>

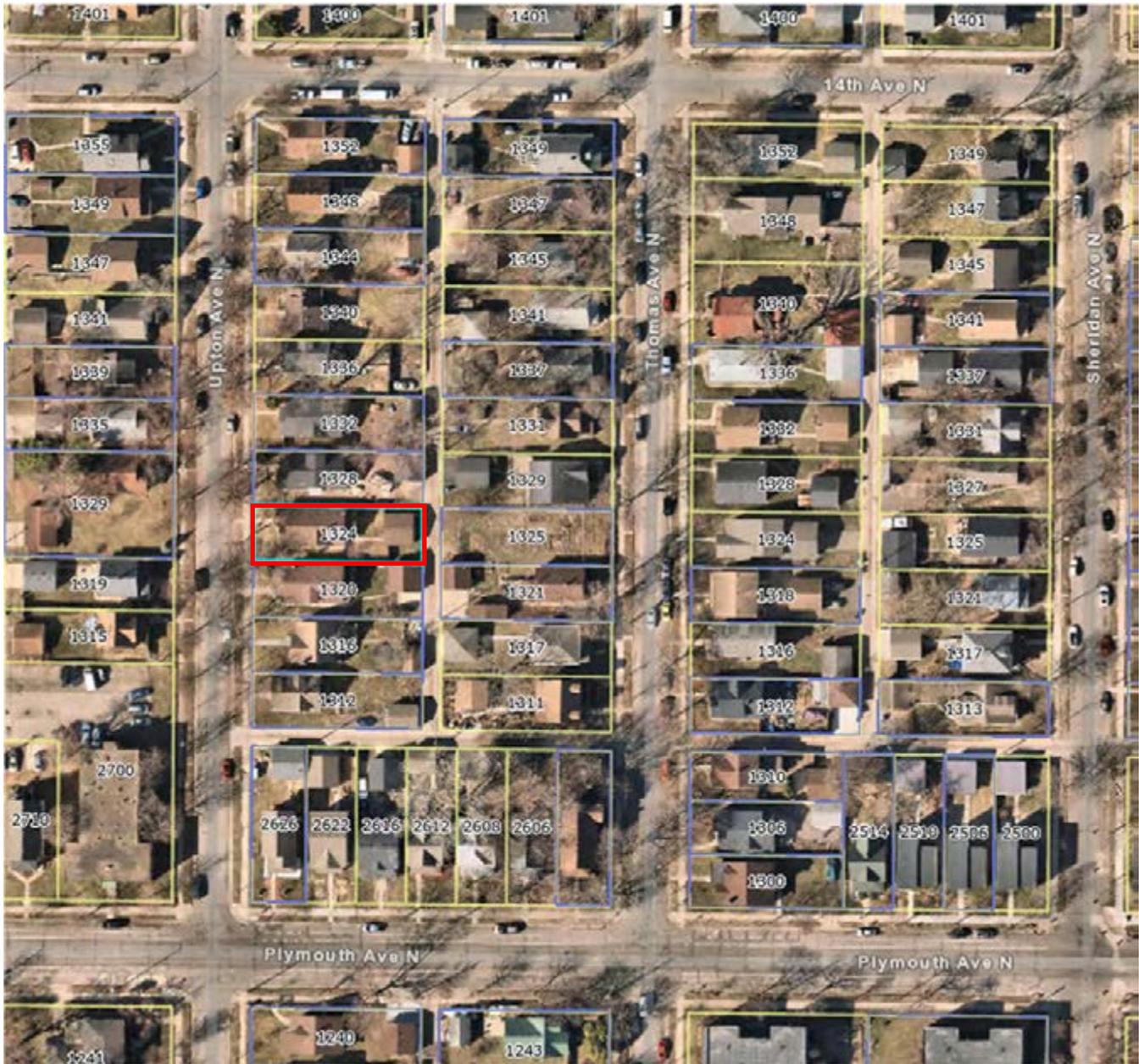
**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Maps



HE-MPC-9170, Hennepin County Property Interactive Map (parcel highlighted in red).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No.): _____



HE-MPC-9170, Property location within APE (parcel highlighted in red).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Photographs



HE-MPC-9170, November 2020, front elevation, view east (Hennepin County Cyclomedia image).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____



HE-MPC-9170, November 2022, front elevation, view northeast (Hennepin County Cylcomedia image).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____



HE-MPC-9170, November 2020, front and side elevation, view southeast (Hennepin County Cyclomedia image).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____



HE-MPC-9170, May 2019, rear elevation and garage, view west (Google Street View image).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____



HE-MPC-9170, May 2019, garage, view northwest (Google Street View image).

Cultural Resources Attachments:
Section 106 Consultation Meeting
Materials



METRO Blue Line LRT Extension (BLRT)

www.bluelineext.org

Meeting Title:

Section 106 Consultation Meeting

Date:

August 7, 2023

Time: 11:00am-12:30pm (CDT)

Location:

BPO North Conference Room (6th Floor) and Microsoft Teams

Attendees:

Federal Transit Administration (FTA): Hannah Smith, Anshu Singh
Metro Transit: Kelcie Young, Neha Damle
HDR: Jenny Bring, Scott Reed, Laura Koski, Catherine Judd
State Historic Preservation Office (SHPO): Sarah Beimers
Minnesota Department of Transportation (MnDOT): Barbara Howard
Hennepin County: Dan Soler, Cathy Gold
City of Brooklyn Park: Amber Turnquest
City of Golden Valley: Jason Zimmerman
City of Robbinsdale: Tim Sandvik
City of Minneapolis: Jim Voll
City of Minneapolis Heritage Preservation Commission: Andrea Burke, Erin Que
Minneapolis Parks and Recreation Board: Emma Pachuta
Brooklyns Historical Society: Diane Sannes
Heritage Park Neighborhood Association: Andrea Young
Jordan Area Community Council: Tou Xiong
West Broadway Business and Area Coalition: Donna Sanders, Sandy Khalil, Thakurdyal Singh

Agenda

1. Project Introduction
2. Section 106 Process Overview
3. Project Background
4. Current Project Description
5. Section 106 Studies for Current Route
6. Compliance Plan & Area of Potential Effect
7. Schedule
8. Discussion/Next Steps
9. Adjourn

Notes

1. Project Introduction (Kelcie Young)

- Kelcie provided Project introduction, background, and current Project status.
 - Broadly, the Project involves approximately 13-miles of light rail right-of-way, stations, and an operations and maintenance facility (OMF).
 - The previous phase of the Blue Line Extension Light Rail Transit (BLRT) Project concluded in a Record of Decision (ROD) in 2016. Following the ROD, challenges were encountered negotiating with Burlington Northern Santa Fe (BNSF) railroad to move forward using BNSF right-of-way as previously proposed. The Project has since needed to reconsider an alternative route from Brooklyn Park to the Target Field Station.
 - Changes to the proposed route require a re-visitation of the Section 106 process to investigate and consult regarding potential impacts to historic properties from the alternative route.
 - This meeting is a kick-off for re-opening the Section 106 consultation.



2. Section 106 Process Overview (Jenny Bring)

- Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effects of their projects on historic properties. Historic properties are properties Listed or Eligible for Listing in the National Register of Historic Places (NRHP).
- The Section 106 process is completed in coordination with National Environmental Policy Act (NEPA) and Section 4(f) of the Department of Transportation Act.
- The Section 106 process is intended to minimize adverse effects to historic properties where possible.
- The Federal Transit Administration (FTA), as the likely funding agency, is designated as the lead federal agency and is responsible for complying with Section 106.
- This process involves assessing potential effects to known historic properties previously identified within the Project Area of Potential Effects (APE), as well as studies to identify if there are other historic properties within the APE.

3. Project Background (Kelcie Young and Jenny Bring)

- Section 106 Consultation was concluded in 2016 for this Project and measures to mitigate adverse effects to historic properties were outlined in a Memorandum of Agreement (MOA), executed August 23, 2016 and amended September 20, 2022 to clarify a change in role of the MnDOT Cultural Resources Unit.
- The existing MOA includes other stipulations to address:
 - Design review after Final EIS/ROD
 - APE revisions
 - Supplemental historic property identification surveys
- Today, on behalf of the FTA, the Project is re-opening the Section 106 process. A supplemental Environmental Impact Statement (EIS) will also be prepared for compliance with NEPA.
- Following completion of additional studies and consultation associated with the modified alignment, the existing MOA will need to be amended to document which historic properties are within the updated APE, adverse effects to those properties, if any, and mitigation to resolve adverse effects.

Attendee Question: Will the modification of the MOA include removing mitigative requirements that no longer apply?

Answer: Yes, for historic properties that no longer fall within the APE, or for historic properties where the effect has changed and is no longer adverse, the MOA will document those changes as well as new adverse effects, if any.

4. Current Project Description (Scott Reed)

- The Project is approximately 13 miles long from downtown Minneapolis (Target Field Station) through Robbinsdale, Crystal, and ending in Brooklyn Park.
 - Brooklyn Park segment is mostly the same as original alignment
 - 12 stations
 - 4 park and ride facilities
 - Existing at 63rd Ave Station
 - New at Robbinsdale, Bass Lake Road, and Oak Grove stations
 - Several additional options are being explored for these new locations
 - New and reconstructed bridges/elevated structures
 - OMF in Brooklyn Park

Scott shared Public Coordinate maps on the Project website (<https://app.publiccoordinate.com/#/projects/BLRT/map>). Kelcie indicated that the alignments on Public Coordinate may not match what is in the Compliance Plan as there have been some updates to the options being considered since the plan was finalized, including an option along Washington Avenue and 10th Street. Jenny stated that, as these changes are finalized, formal documentation regarding APE changes, using the approved APE parameters documented in the Compliance Plan, will be sent to the State Historic Preservation Office (SHPO) and Consulting Parties. Kelcie also clarified the Public Coordinate map is not specific to Section 106 and does not reflect cultural resources information.



Attendee Question: Can you clarify what the icons are depicting on the map?

Answer: Scott explained the four different types of icons. Green pluses are positive comments or opportunities identified by the public. Exclamation points are public concerns. Cameras denote points with visualized renderings of what the Project may look like in that location. Pencil/ruler points contain preliminary plans for those locations.

5. Section 106 Studies for Current Route (Jenny Bring)

- Per MOA stipulations, steps initiated to date include:
 - Revisions to the APE (Stipulations III.A)
 - Initiated historic property identification studies (Stipulation I)
- Consultation with the SHPO has also been initiated
- Consulting Parties list has been updated and invitations have been sent to new Consulting Parties
- Section 106 Consultation has been formally re-opened as of today (August 7, 2023)

6. Compliance Plan & Area of Potential Effect (Jenny Bring and Kelcie Young)

- Section 106 Compliance Plan outlines the updated APE for the Project and describes the studies necessary for the re-opened Section 106 process. This includes:
 - Phase I/Reconnaissance (identification of potential historic properties);
 - Phase II/Intensive survey (evaluation of properties to determine if they are historic properties);
 - Assessment of effects (identification of adverse effects, if any);
 - Resolution of effects (avoid, minimize, or mitigate adverse effects).
- The Compliance Plan identifies an APE to account for anticipated direct or indirect effects for each component of the Project (i.e. stations versus OMF involve different types/extent of effects).
 - APE was updated in consultation with the SHPO to reflect the current project and align with FTA APEs for similar projects both regionally and nationally.
 - The defined parameters will be applied consistently throughout the Project if/when there are project changes.
- Alignment of Section 106 and NEPA
 - Supplemental Draft EIS will include a summary of:
 - Potential historic property identification (Phase I and archaeological assessment)
 - High-level summary of potential effects based on proximity to Project component
 - Results of Phase II evaluations to identify historic properties and findings regarding analysis of effects to historic properties will be included in the Supplemental Final EIS.

7. Schedule (Jenny Bring)

- Current Anticipated Meeting Timeframes and Objectives
 - Q4 2023/Q1 2024 = Review Phase I and archaeological assessment results
 - Q2 2024 = Review Phase II Results
 - Q3/Q4 2024 = Review assessment of effects findings
 - Q4 2024 = Initiate resolution of effects/MOA amendment consultation

8. Discussion and Next Steps (Jenny Bring)

- This meeting is intended to establish an understanding of the current stage of the Project and kick-off the additional Section 106 review for the Project.
- At this stage, consulting parties are invited to review and ask questions regarding the information in the Compliance Plan. There will be additional opportunities to meet, share information from the ongoing studies, and for Consulting Parties to provide input.
- Kelcie indicated Metro Transit would appreciate input from Consulting Parties regarding historic properties, or potential historic properties, with particular significance to their communities. This is especially true for cultural resources not readily reflected in the historic record or already recorded at the state agencies of SHPO and/or OSA.
 - Local knowledge is valuable and can be difficult to obtain without direct local engagement
 - The Project has been engaging local community groups to attempt to gather this information but additional input is always welcome and encouraged.

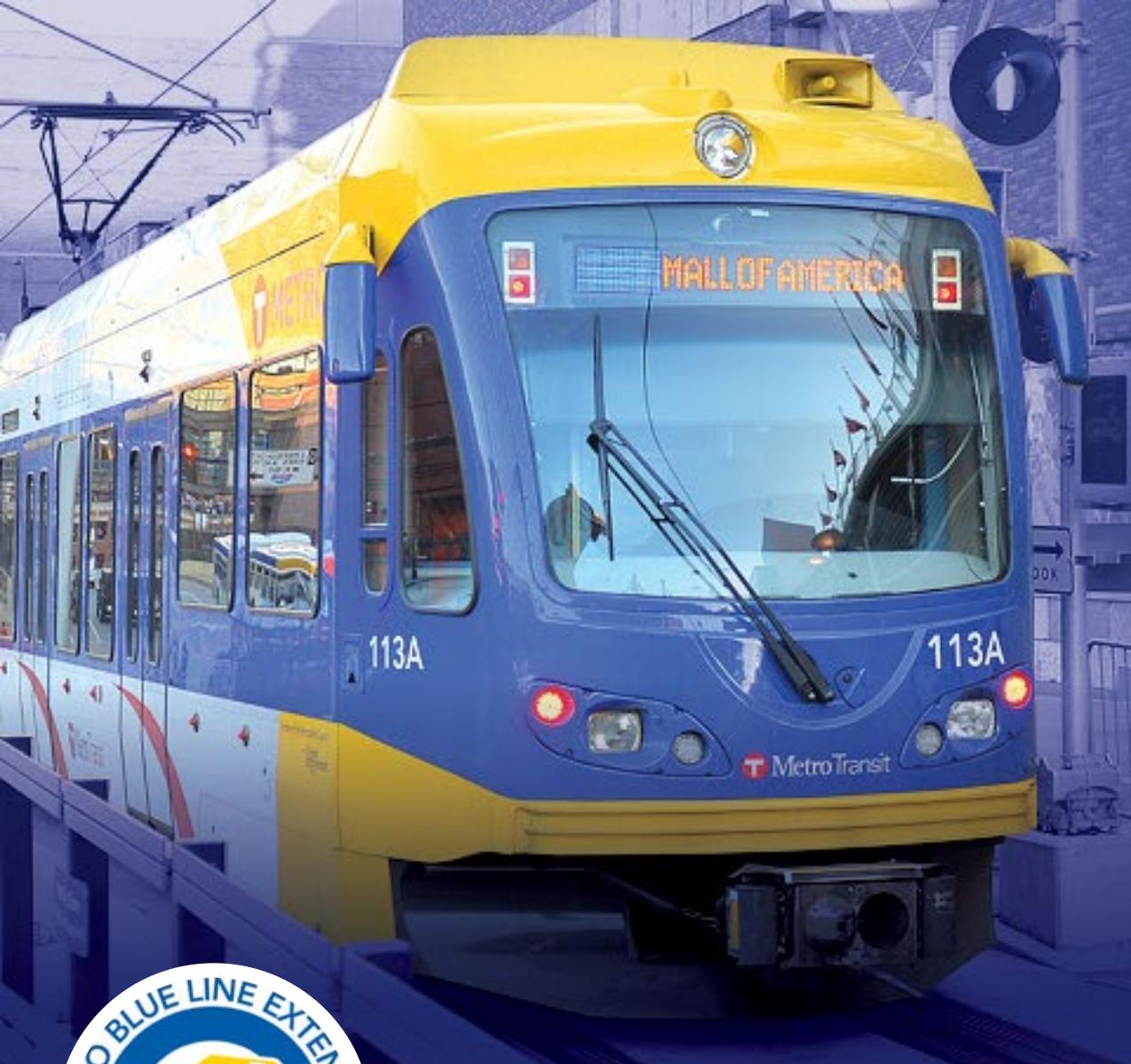


METRO Blue Line LRT Extension (BLRT)

www.bluelineext.org

- Sarah Beimers (SHPO) commented that the Section 106 process is not exclusively between FTA, Metro Transit, and SHPO. It does also need engagement from Consulting Parties to truly be successful in avoiding or minimizing adverse effects to locally significant cultural resources that are Listed in, or Eligible for listing in, the NRHP.
- Sarah Beimers (SHPO) asked about the Supplemental Draft and Final EIS process timeline. She stated those documents are very useful to the public to review and understand potential impacts to historic properties. She was concerned the Supplemental EIS will only include the Phase I identification review, and the public would not be able to review or comment on the Phase II evaluation included in the Supplemental Final EIS because there is not a public comment period for the Supplemental Final EIS.
 - Kelcie indicated the goal for the entire project is robust public engagement and it is anticipated that we would engage the public following completion of the Phase II evaluations and analysis of effects prior to publication of the Supplemental Final EIS.
- Donna Sanders (West Broadway Business and Area Coalition) explained West Broadway could be considered an Historic District considering both historic and recent residents and events. She stated the potential district needs to be considered beyond just identification and evaluation of the individual buildings within the district.
 - Jenny responded that we have and will continue to engage with the West Broadway Business and Area Coalition regarding the results of their consultant's work regarding a potential district along West Broadway to inform the Section 106 review for this project.

9. Adjournment



Section 106 Consultation

08/07/2023



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Agenda

- Project Introduction
- Section 106 Process Overview
- Project Background
- Current Project Description
- Section 106 Studies for Current Route
- Compliance Plan & Area of Potential Effect
- Schedule



Project Introduction

- Project proposers: Metropolitan Council (Council) and Hennepin County
 - Approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs
 - Stations and park-and-rides
 - New and reconstructed bridges/elevated structures
 - Operations and maintenance facility (OMF)
- Federal Transit Administration (FTA) funding likely, thus needs to comply with Section 106



Section 106 of the National Historic Preservation Act

- Requires Federal agencies take into account the effects of their “undertakings” on historic properties
- Process completed in coordination with:
 - National Environmental Policy Act (NEPA)
 - Section 4(f) of the Department of Transportation Act



Section 106 Purpose

- Goal is to identify historic properties potentially affected by the project, assess effects, and seek ways to avoid, minimize or mitigate any adverse effects
- What Section 106 is *not*
 - Not a process that will stop a project from being built
 - Does not mandate preservation of historic properties
 - Does not apply to projects that involve no federal funds or permits



Section 106 Terminology

- Area of Potential Effect (APE)
 - Geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties.
- Historic Property
 - Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places.



Section 106 Terminology

- National Register of Historic Places (NRHP)
 - Official national list of properties worthy of preservation
- Integrity
 - Ability of a property to convey its significance
- Effect
 - Changes to the characteristics of a historic property that qualifying it for inclusion in or eligibility for the NRHP



Section 106 Process

- Initiate the Section 106 process
- Identify historic properties
- Assess adverse effects
- Resolve adverse effects (if any)



Project Background

- Final Environmental Impact Statement (EIS) published July 15, 2016
- Record of Decision (ROD) signed September 19, 2016
- For compliance with Section 106, FTA:
 - consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties;
 - defined an Area of Potential Effects (APE);
 - conducted surveys to identify and evaluate historic properties within the APE;
 - assessed effects of the project on historic properties; and
 - resolved adverse effects to historic properties.



Project History

- Previous project proposed 7.8 miles of the alignment to operate in BNSF right-of-way, negotiations unsuccessful
- In 2020, the Council and Hennepin County, in coordination with other stakeholders worked to identify and evaluate modified project routes
- Recommended modified route adopted by the Council and Hennepin County in June 2022; options continue to be evaluated between Plymouth Ave and Target Field Station
- Project changes necessitate:
 - Supplemental Environmental Impact Statement (SEIS)
 - Re-opening of the Section 106 process



Memorandum of Agreement (MOA)

- Executed August 23, 2016; amended September 20, 2022
- Outlines measures to avoid, minimize, or mitigate adverse effects from the “2016 Alignment”
- Includes other stipulations to address:
 - Design review after Final EIS/ROD
 - APE revisions
 - Supplemental historic property identification surveys



Current Project Description

- Approximately 13 miles long from downtown Minneapolis (Target Field Station), through Robbinsdale and Crystal, and ending in Brooklyn Park
- 12 stations
- 4 park-and-ride facilities
 - Existing at 63rd Avenue Station
 - New at Robbinsdale, Bass Lake Road, and Oak Grove stations
- New and reconstructed bridges/elevated structures
- OMF in Brooklyn Park



Section 106 Studies for Current Route

- Per stipulations in the MOA, steps to date include:
 - Revisions to the APE (Stipulation III.A)
 - Initiated historic property identification studies (Stipulation I)
- Initiated consultation with the SHPO
- Consulting Parties
 - Updated list of Consulting Parties
 - Invitations to new potential Consulting Parties
 - Re-opened Section 106 consultation (today)



Compliance Plan

- Compliance Plan details the approach to complete studies to comply with Section 106
 - Phase I/Reconnaissance
 - Phase II/Intensive
 - Assessment of Effects
 - Resolution of Effects
- Outlines the updated APE for the Project



Area of Potential Effects (APE)

Project Element	Updated APE Limit and Rationale
Alignment	All properties within 200 feet of the centerline
Stations	All properties within 500 feet from the center point of the station
OMF	All properties within 750 feet from the perimeter of the OMF site
Bridges (no more than 12 feet above existing grade)	All properties within 200 feet from the perimeter of the structure
Bridges (more than 12 feet above existing grade)	All properties within 500 feet from the perimeter of the structure
Roadways – modifications within existing ROW	All properties within the construction limits/Limits of Disturbance (LOD)
Roadways – modification outside existing ROW	First tier of properties directly fronting the roadway and intersections
New surface parking facilities	First tier of adjacent properties
Pedestrian ramps, sidewalks/trails, pedestrian enhancements	All properties within the construction limits/LOD
Utilities (above and below-ground, excluding HVTL)	All properties within the construction limits/LOD
Borrow/fill and floodplain/stormwater/ wetland mitigation areas	All properties within the construction limits/LOD
Noise walls	All properties within 100 feet of the construction limits/LOD



Aligning Section 106 & NEPA

- Supplemental Draft EIS will include summary
 - Potential historic property identification (Phase I and archaeological assessment)
 - Summary of potential effects based on project component
- Supplemental Final EIS
 - Determinations of National Register eligibility (Phase II)
 - Assessment of effects to historic properties
- Amend MOA to document updated effects and mitigation measures



Anticipated Meeting Timeframes & Objectives

- **Q4 2023 / Q1 2024** Review Phase I and archaeological assessment results
- **Q2 2024** Review Phase II results
- **Q3 / Q4 2024** Review Assessment of Effects findings
- **Q4 2024** Initiate resolution of effects/MOA amendment consultation



Next Steps

- Review Compliance Plan
- Bring forward questions



Questions?



Cultural Resources Attachments:
Historic Property Info Outreach Letters and
Response

From: [Bring, Jennifer](#)
To: brooklynswebmaster@gmail.com; makendmeet@aol.com
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 5:03:42 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello Ms. Sannes,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

- Association with a significant event
- Association with a significant person or persons
- Distinctive architectural style or design, or work of a master (builder, tradesman, artisan)

To supplement research being conducted for the cultural resources studies, we are asking our community partners if they know of potentially significant cultural and community properties within the area of the Blue Line Extension project, or if they know of key community members who may have information. In particular, we are looking for information for properties that may not be readily or accurately documented in existing historical documentation to compile a more comprehensive understanding of the potential significance of the properties along the Blue Line Extension corridor. The routes under consideration are shown in the attached figure. A more detailed map can be found on the project website - [BLRT Public Coordinate Map](#).

Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Bring, Jennifer](#)
To: anna@thecamdencollective.org
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:42:07 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello Ms. Gerdeen,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

[hdrinc.com/follow-us](https://www.hdrinc.com/follow-us)

From: [Bring, Jennifer](#)
To: adams.steven@comcast.net; therese.kiser@crystalmn.gov
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 5:00:15 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Bring, Jennifer](#)
To: nichole@hnampls.org
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:38:18 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello Ms. Buehler,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

- Association with a significant event
- Association with a significant person or persons
- Distinctive architectural style or design, or work of a master (builder, tradesman, artisan)

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Bring, Jennifer](#)
To: dhawkins@hncmpls.org
Cc: info@hawthorneneighborhoodcouncil.org
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:36:41 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello Ms. Hawkins,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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- Distinctive architectural style or design, or work of a master (builder, tradesman, artisan)

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Bring, Jennifer](#)
To: perki322@umn.edu
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:06:25 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello Ms. Sullivan,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Bring, Jennifer](#)
To: [Audua Pugh](#)
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:32:56 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello Ms. Pugh,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

[hdrinc.com/follow-us](https://www.hdrinc.com/follow-us)

From: [Bring, Jennifer](#)
To: damerrifield@mindbridgemarketing.com
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:39:13 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello Ms. Merrifield,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Bring, Jennifer](#)
To: msmaller@nrcc.org
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:54:04 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello Ms. Smaller,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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- Distinctive architectural style or design, or work of a master (builder, tradesman, artisan)

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Bring, Jennifer](#)
To: info@oldhighland.org
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:56:11 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Bring, Jennifer](#)
To: admin@robbinsdale.org
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:57:04 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Bring, Jennifer](#)
To: kristel.porter@westbroadway.org
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 5:12:31 PM
Attachments: [BLRT_Routes Under Consideration.pdf](#)

Hello Ms. Porter,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Anna Gerdeen](#)
To: [Bring, Jennifer](#)
Subject: Re: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 6:48:58 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jennifer,

When do you need feedback by? My organization is in Ward 4 so not directly impacted but we serve around 150 Northside families a week that you likely wouldn't engage in your normal outreach methods. You are more than welcome to come out on a Saturday between 11-2 and set up your map and get feedback from them. I would recommend it actually. I doubt you would reach them via the internet and I've lived on 43rd and Fremont for 10 years. But I know we get a large chunk of families from the 55411 zip code as well as life long Northsiders. It might be worth a visit if you are really invested in trying to get this kind of feedback.

Thanks,

Anna

On Fri, Mar 17, 2023 at 4:42 PM Bring, Jennifer <Jennifer.Bring@hdrinc.com> wrote:

Hello Ms. Gerdeen,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Thanks you in advance for your consideration and input.

Regards,

Jenny Bring

Jennifer Bring

Environmental Section Manager MN/WI

Senior Environmental Scientist/Project Manager

HDR

1601 Utica Ave. S. Suite 600

St. Louis Park, MN 55416

M 651.324.0432

Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

--

Anna Gerdeen

Director -The Camden Collective

4150 Dupont Ave N, Minneapolis, MN 55412

www.thecamdencollective.org

Cell: 763-498-3599

From: adams.steven@comcast.net
To: Bring, Jennifer; therese.kiser@crystalmn.gov
Subject: Re: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 5:17:06 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

With the disaster the met council has created:
The public should demand the met council be completely dismantled and definded.
Their projects can be taken over by MNDOT so there is proper oversight.

Get [Outlook for Android](#)

From: Bring, Jennifer <Jennifer.Bring@hdrinc.com>
Sent: Friday, March 17, 2023 5:00:18 PM
To: adams.steven@comcast.net <adams.steven@comcast.net>; therese.kiser@crystalmn.gov <therese.kiser@crystalmn.gov>
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources

Hello,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Thanks you in advance for your consideration and input.

Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416

M 651.324.0432

Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Diana Hawkins](#)
To: [Bring, Jennifer](#)
Subject: Re: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Thursday, March 23, 2023 12:56:50 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for reaching out. I believe that WBC would be the best person to answer your questions as we don't have the information you are looking for.

On Fri, Mar 17, 2023, 4:36 PM Bring, Jennifer <Jennifer.Bring@hdrinc.com> wrote:

Hello Ms. Hawkins,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Regards,

Jenny Bring

Jennifer Bring

Environmental Section Manager MN/WI

Senior Environmental Scientist/Project Manager

HDR

1601 Utica Ave. S. Suite 600

St. Louis Park, MN 55416

M 651.324.0432

Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Christi Sullivan](#)
To: [Bring, Jennifer](#)
Subject: Re: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Friday, March 17, 2023 4:39:52 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jennifer,

What is the timeline for getting this information to you? I am happy to bring in the Heritage Park Board and community members to gather this information but a timeframe would be appreciated.

Thanks!

On Fri, Mar 17, 2023 at 4:06 PM Bring, Jennifer <Jennifer.Bring@hdrinc.com> wrote:

Hello Ms. Sullivan,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Regards,

Jenny Bring

Jennifer Bring

Environmental Section Manager MN/WI

Senior Environmental Scientist/Project Manager

HDR

1601 Utica Ave. S. Suite 600

St. Louis Park, MN 55416

M 651.324.0432

Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

--

Christi Sullivan, MPH

Pronouns: *She/Her*

Clinical Research Coordinator, [Translational NeuroEngineering Laboratory](#)

Department of Psychiatry, University of Minnesota

MTRF, 2001 6th St SE

Minneapolis, MN 55455

From: admin@robbinsdale.org
To: [Bring, Jennifer](#)
Cc: "[Weber, Andrea \(DOT\)](#)"
Subject: RE: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Thursday, March 23, 2023 2:28:23 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jennifer,

I assume you are aware of Graeser Park in Robbinsdale (very close to the Crystal border). I don't know if the area is considered to be affected.

I also assume you've been in touch with Andrea Weber, Manager of the Historic Roadside Properties and Waysides Program for MnDOT. If that is not the case, please contact Andrea directly.

Thank you,
Kristi Gibson on behalf of
Robbinsdale Historical Society
www.robbinsdale.org

From: Bring, Jennifer <Jennifer.Bring@hdrinc.com>
Sent: Friday, March 17, 2023 11:57 AM
To: admin@robbinsdale.org
Subject: METRO Blue Line Light Rail Extension Request - Cultural Resources

Hello,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

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Regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Kristel Porter](#)
To: [Bring, Jennifer](#)
Cc: [Donna Sanders](#)
Subject: Re: METRO Blue Line Light Rail Extension Request - Cultural Resources
Date: Monday, March 20, 2023 1:02:00 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for reaching out, Jennifer!

I am going to connect you with Donna Sanders, whom I attached to my reply in this email. She has been doing some research in this area since she is our business advisor and helping businesses with DTAP.

On Fri, Mar 17, 2023 at 5:12 PM Bring, Jennifer <Jennifer.Bring@hdrinc.com> wrote:

Hello Ms. Porter,

I am part of the team supporting the Metropolitan Council to complete environmental analysis and documentation related to the proposed METRO Blue Line Extension project, which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. As part of the ongoing environmental analysis being conducted for the project, cultural resources studies are needed to determine if there are historic properties that may be affected. Historic properties are those that are eligible for or listed in the National Register of Historic Places, the federal government's official list of districts, sites, buildings, structures and objects identified for preservation for their historical significance or great artistic value. Potential historic properties are typically 50 years of age or older and have potential significance, for such things as:

- Association with a significant event
- Association with a significant person or persons
- Distinctive architectural style or design, or work of a master (builder, tradesman, artisan)

To supplement research being conducted for the cultural resources studies, we are asking our community partners if they know of potentially significant cultural and community properties within the area of the Blue Line Extension project, or if they know of key community members who may have information. In particular, we are looking for information for properties that may not be readily or accurately documented in existing historical documentation to compile a more comprehensive understanding of the potential significance of the properties along the Blue Line Extension corridor. The routes under consideration are shown in the attached figure. A more detailed map can be found on the project website - [BLRT Public Coordinate Map](#).

Thanks you in advance for your consideration and input.

Regards,

Jenny Bring

Jennifer Bring

Environmental Section Manager MN/WI

Senior Environmental Scientist/Project Manager

HDR

1601 Utica Ave. S. Suite 600

St. Louis Park, MN 55416

M 651.324.0432

Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

--



Cultural Resources Attachments: Invitations to Consulting Parties

Cultural Resources Attachments: Invitation to Consulting Parties

From: [Bring, Jennifer](#)
To: kristel.porter@westbroadway.org
Cc: donna.sanders@westbroadway.org; [Breiseth, Elizabeth \(FTA\)](#)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Date: Friday, February 24, 2023 2:14:59 PM
Attachments: [BLRT_S106_New_CP_Invite_20230222_-_West_Broadway_Coalition.pdf](#)

Hello, Kristel Porter,

My name is Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

On behalf of FTA, please find attached an invitation for you or your respective agency/organization to participate in the Section 106 process as a consulting party. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows.

If you or an agency or organization that you are affiliated with would like to accept this invitation, as indicated in the attached letter, we kindly request that you respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or via email with any questions. We look forward to hearing from you.

Kind regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

February 23, 2023

Kristel Porter
Executive Director
West Broadway Business and Area Coalition
1011 W Broadway Ave # 202
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Kristel Porter,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. We are also writing to invite you or your respective agency/organization to participate in the Section 106 process as a consulting party.

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Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota (MOA)*, which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and

Brooklyn Park and is shown on Attachment A. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes.

The following modified route, described from north to south, meets the project's principles and stated goals, and will be advanced for supplemental environmental and cultural resources review:

- West Broadway Avenue (CSAH 103) from Oak Grove Parkway to 73rd Avenue North in Brooklyn Park. Includes stations at Oak Grove, 93rd Avenue, 85th Avenue, and Brooklyn Boulevard.
- Bottineau Boulevard (County Road 81) between 73rd Avenue North in Brooklyn Park to the intersection of County Road 81 and West Broadway Avenue in Minneapolis. Includes stations at 63rd Avenue and Bass Lake Road in Crystal, and stations in the downtown and at Lowry Avenue/North Memorial Hospital (Lowry Station) in Robbinsdale.
- West Broadway Avenue from County Road 81 to North Lyndale Avenue in North Minneapolis. This includes a design option along 21st Avenue North from North Irving Avenue to North Lyndale Avenue, one block to the north of West Broadway Avenue. Includes stations at Penn Avenue (CSAH 2) and North Emerson or North Fremont Avenue area.
- Two options will be evaluated to connect from West Broadway to Target Field Station:
 - North Lyndale Avenue to North 7th Street or Olson Memorial Highway (TH 55), eventually terminating at the existing Target Field Station in downtown Minneapolis. Includes a station at Plymouth Avenue North.
 - A new bridge over I-94 at either 21st Avenue or just south of Broadway Avenue, and an alignment running parallel to Washington Avenue east of I-94 that connects to Target Field Station using North 7th Street and 10th Ave North.

Exact locations of stations along the southern end of the route are still being refined; station study areas reflect general geographic areas where the stations could be located. As the design advances, final station locations will be identified.

The modified route includes potential new bridges or bridge reconstructions at several locations to accommodate LRT. Design options under consideration may also add or eliminate some of these potential new bridges or bridge reconstructions.

Next Steps

If you or an agency or organization that you are affiliated with would like to accept this invitation, please respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov. In the coming weeks, an update will be provided to you regarding efforts to identify historic properties.

*Re-Opening of Section 106 Consultation, Invitation to Participate in Section 106 Consultation
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
February 23, 2023*

We look forward to consulting with you on this project and kindly request that you respond within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.Breiseth@dot.gov with any questions.

Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

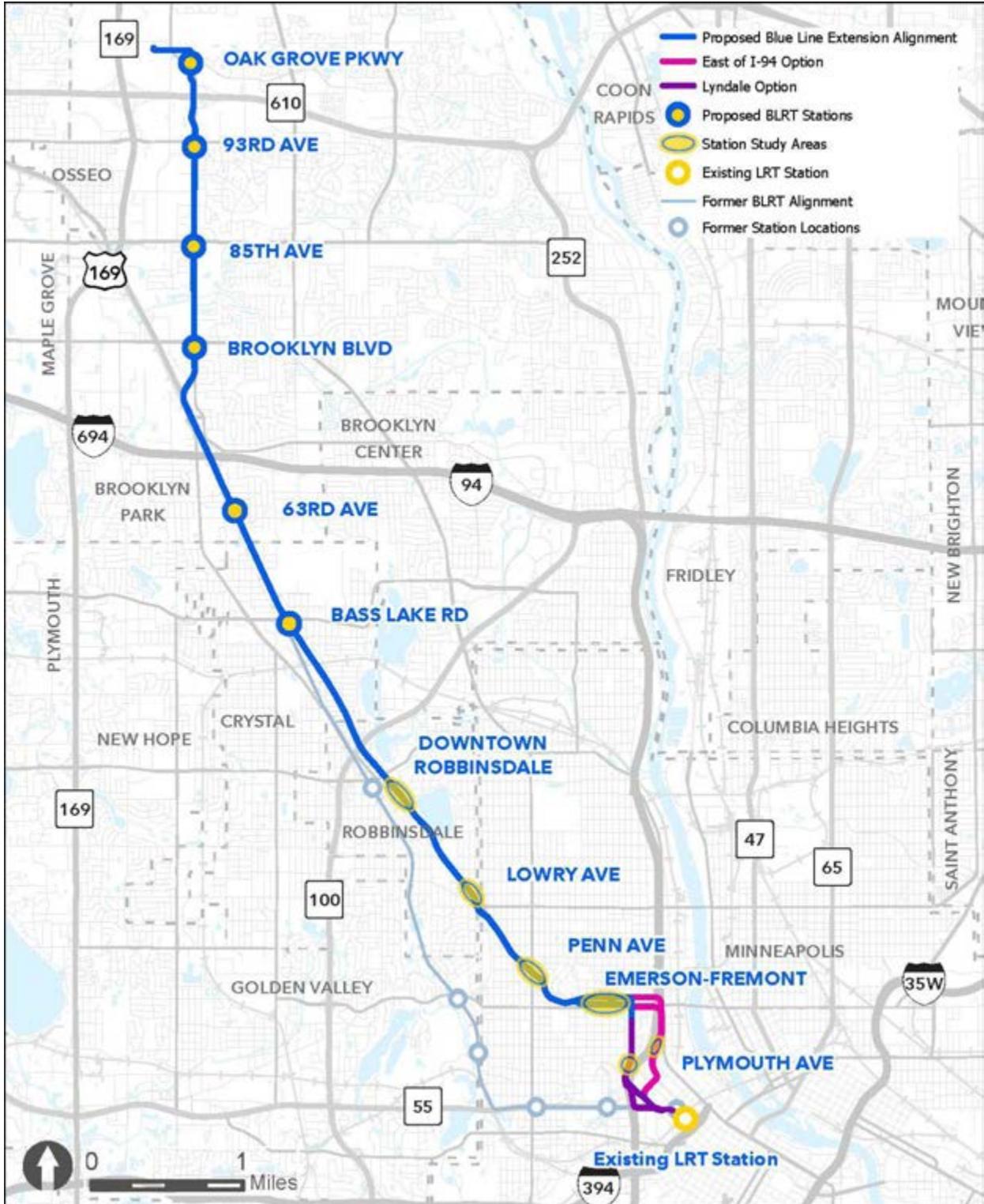
ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:

Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



From: [Breiseth, Elizabeth \(FTA\)](#)
To: [Bring, Jennifer](#); "Young, Kelcie"
Cc: [Singh, Anshu \(FTA\)](#); [Smith, Hannah \(FTA\)](#)
Subject: FW: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Date: Tuesday, February 28, 2023 6:07:40 AM
Attachments: [BLRT_S106_New_CP_Invite_20230222 - West Broadway Coalition.pdf](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For the project file.

From: Donna Sanders <donna.sanders@westbroadway.org>
Sent: Monday, February 27, 2023 3:50 PM
To: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>
Cc: Kristel Porter <kristel.porter@westbroadway.org>
Subject: Fwd: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Elizabeth,
West Broadway Business and Area Coalition would like to accept the invitation, in the enclosed letter, to participate in the Section 106 process as a consulting party.
Thank you,

Donna Sanders
Business Specialist
West Broadway Business and Area Coalition
donna.sanders@westbroadway.org
763-338-0898

Kristel Porter
Executive Director
West Broadway Business and Area Coalition
kristel.porter@westbroadway.org

----- Forwarded message -----

From: **Bring, Jennifer** <Jennifer.Bring@hdrinc.com>
Date: Fri, Feb 24, 2023 at 2:13 PM
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

To: kristel.porter@westbroadway.org <kristel.porter@westbroadway.org>

Cc: donna.sanders@westbroadway.org <donna.sanders@westbroadway.org>, Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>

Hello, Kristel Porter,

My name is Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

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Kind regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

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Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
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Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

February 23, 2023

Kristel Porter
Executive Director
West Broadway Business and Area Coalition
1011 W Broadway Ave # 202
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Kristel Porter,

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Next Steps

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*Re-Opening of Section 106 Consultation, Invitation to Participate in Section 106 Consultation
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
February 23, 2023*

We look forward to consulting with you on this project and kindly request that you respond within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.Breiseth@dot.gov with any questions.

Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

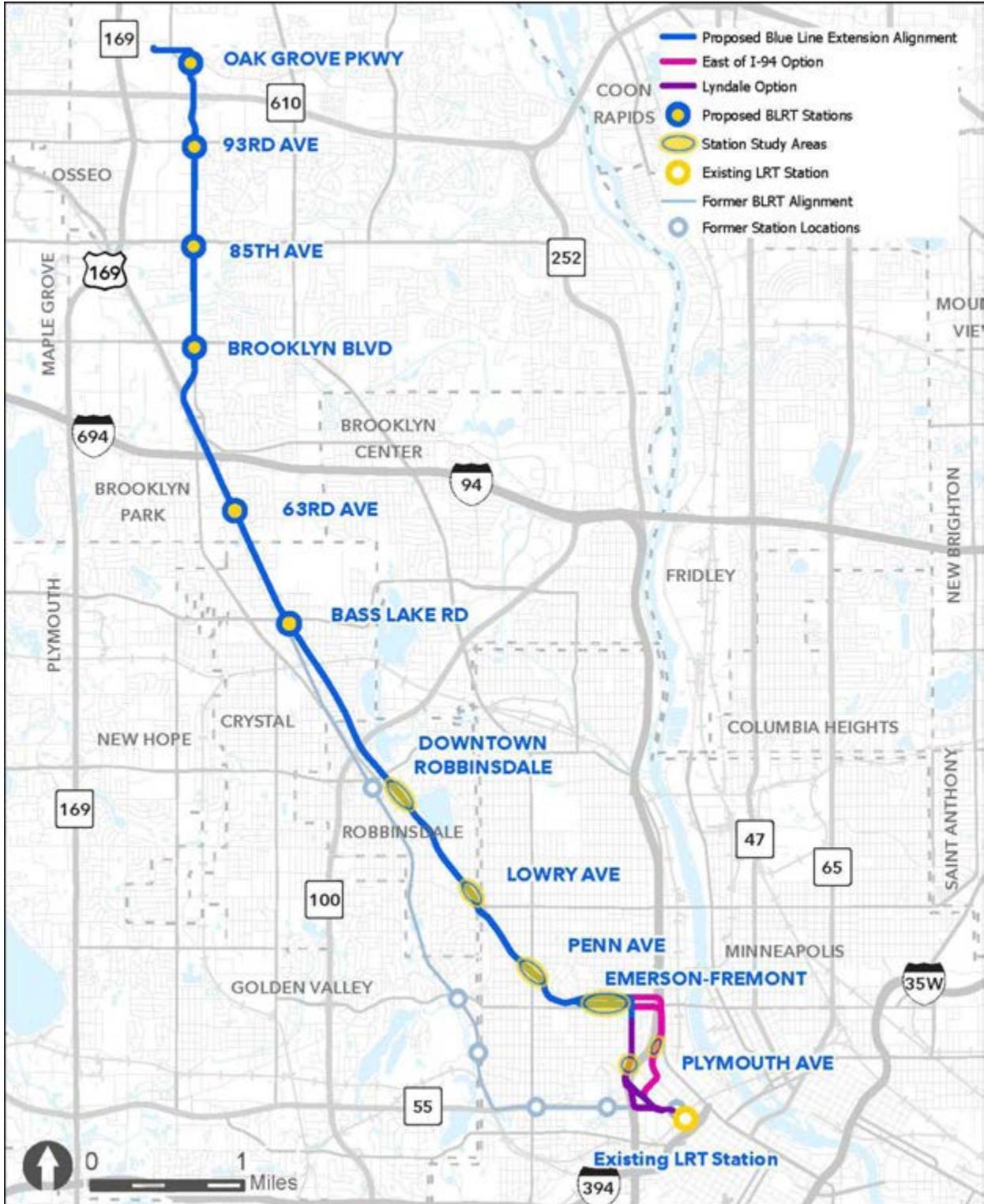
ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:

Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 11:08 AM
To: Mitchel@hnampls.org
Cc: nichole@hnampls.org; Breiseth, Elizabeth (FTA)
Subject: FW: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - Harrison Neighborhood Association.pdf

Hello,

The below email was originally sent to Nichole Buehler but we received an out-of-office notification indicating she is out until January 3 and to follow up with you. Please let us know if you or your organization have any questions.

Thanks,
Jenny Bring

Jennifer Bring

M 651.324.0432

hdrinc.com/follow-us

From: Bring, Jennifer <Jennifer.Bring@hdrinc.com>
Sent: Thursday, December 15, 2022 10:57 AM
To: nichole@hnampls.org
Cc: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

Hello, Ms. Buehler,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

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Kind regards,

Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

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U.S. Department
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**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

December 14, 2022

Nichole Buehler
Harrison Neighborhood Association
503 Irving Ave N Suite #100
Minneapolis, MN 55405

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Nichole Buehler,

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Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

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Sincerely,

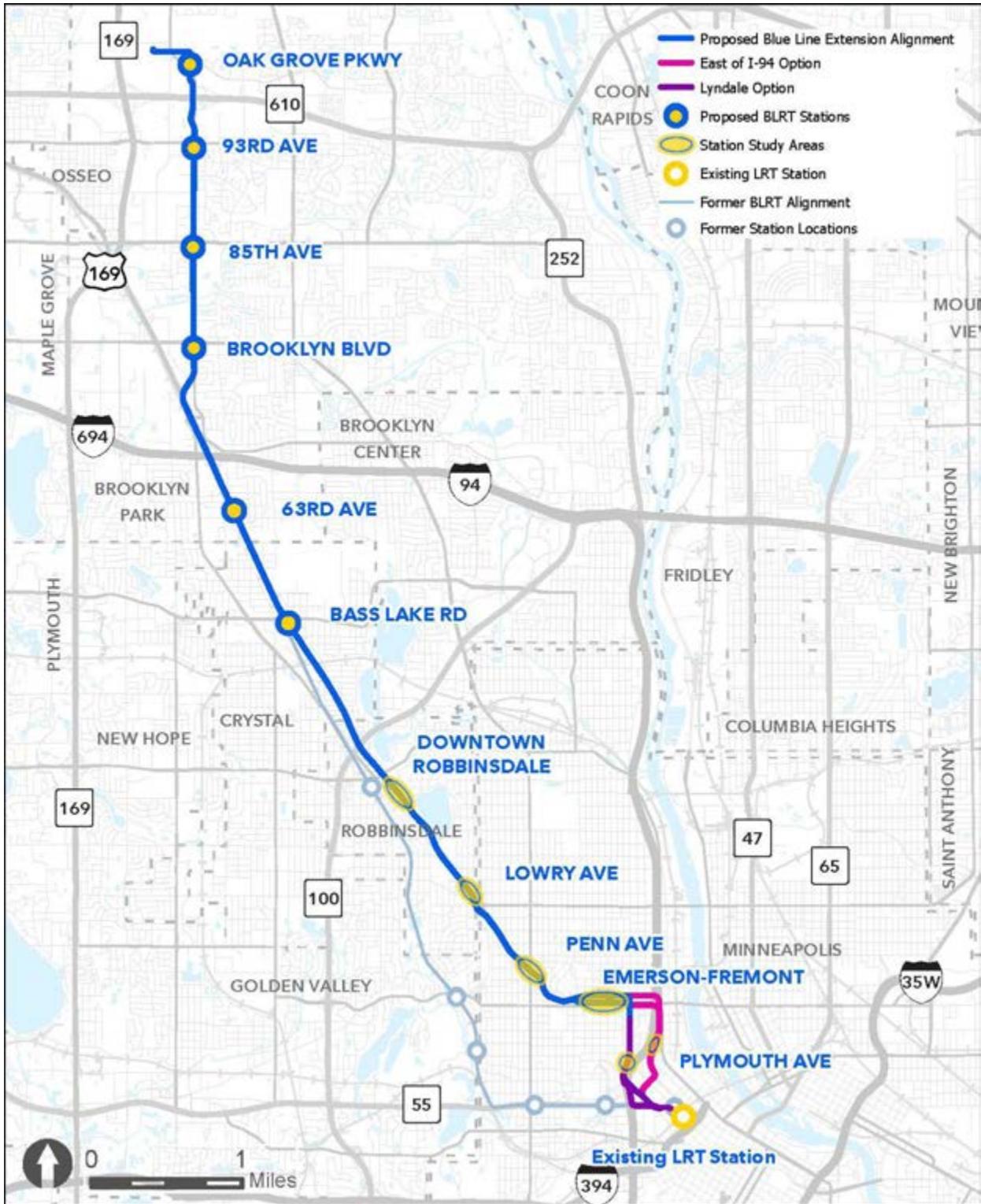
Jay Ciavarella
Director, Office of Planning & Program Development

ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:
Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>
Sent: Tuesday, February 28, 2023 6:07 AM
To: Bring, Jennifer; 'Young, Kelcie'
Cc: Singh, Anshu (FTA); Smith, Hannah (FTA)
Subject: FW: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20230222 - West Broadway Coalition.pdf

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For the project file.

From: Donna Sanders <donna.sanders@westbroadway.org>
Sent: Monday, February 27, 2023 3:50 PM
To: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>
Cc: Kristel Porter <kristel.porter@westbroadway.org>
Subject: Fwd: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Elizabeth,
West Broadway Business and Area Coalition would like to accept the invitation, in the enclosed letter, to participate in the Section 106 process as a consulting party.
Thank you,

Donna Sanders
Business Specialist
West Broadway Business and Area Coalition
donna.sanders@westbroadway.org
763-338-0898

Kristel Porter
Executive Director
West Broadway Business and Area Coalition
kristel.porter@westbroadway.org

----- Forwarded message -----

From: Bring, Jennifer <Jennifer.Bring@hdrinc.com>
Date: Fri, Feb 24, 2023 at 2:13 PM
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

To: kristel.porter@westbroadway.org <kristel.porter@westbroadway.org>
Cc: donna.sanders@westbroadway.org <donna.sanders@westbroadway.org>, Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>

Hello, Kristel Porter,

My name is Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

On behalf of FTA, please find attached an invitation for you or your respective agency/organization to participate in the Section 106 process as a consulting party. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows.

If you or an agency or organization that you are affiliated with would like to accept this invitation, as indicated in the attached letter, we kindly request that you respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or via email with any questions. We look forward to hearing from you.

Kind regards,

Jenny Bring

Jennifer Bring

Environmental Section Manager MN/WI

Senior Environmental Scientist/Project Manager

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

February 23, 2023

Kristel Porter
Executive Director
West Broadway Business and Area Coalition
1011 W Broadway Ave # 202
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Kristel Porter,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. We are also writing to invite you or your respective agency/organization to participate in the Section 106 process as a consulting party.

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*Re-Opening of Section 106 Consultation, Invitation to Participate in Section 106 Consultation
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
February 23, 2023*

We look forward to consulting with you on this project and kindly request that you respond within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.Breiseth@dot.gov with any questions.

Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

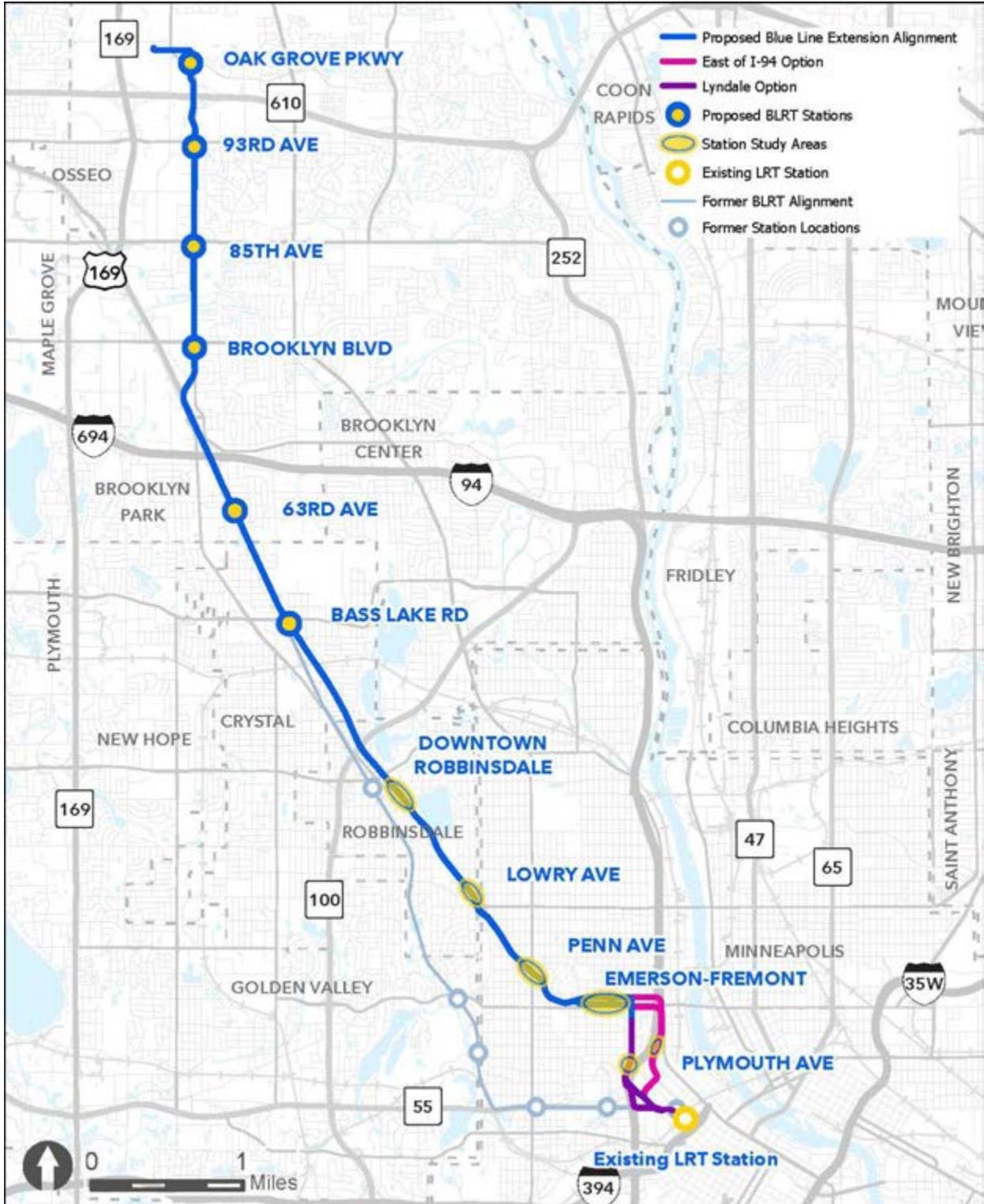
ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:

Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 11:16 AM
To: admin@robbinsdale.org
Cc: Breiseth, Elizabeth (FTA)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - Robbinsdale Historical Society.pdf

Hello,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

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HDR

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M 651.324.0432
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hdrinc.com/follow-us



U.S. Department
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**Federal Transit
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

December 14, 2022

Robbinsdale Historical Society
4915 42nd Ave N
Robbinsdale, MN 55422

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Robbinsdale Historical Society,

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Director, Office of Planning & Program Development

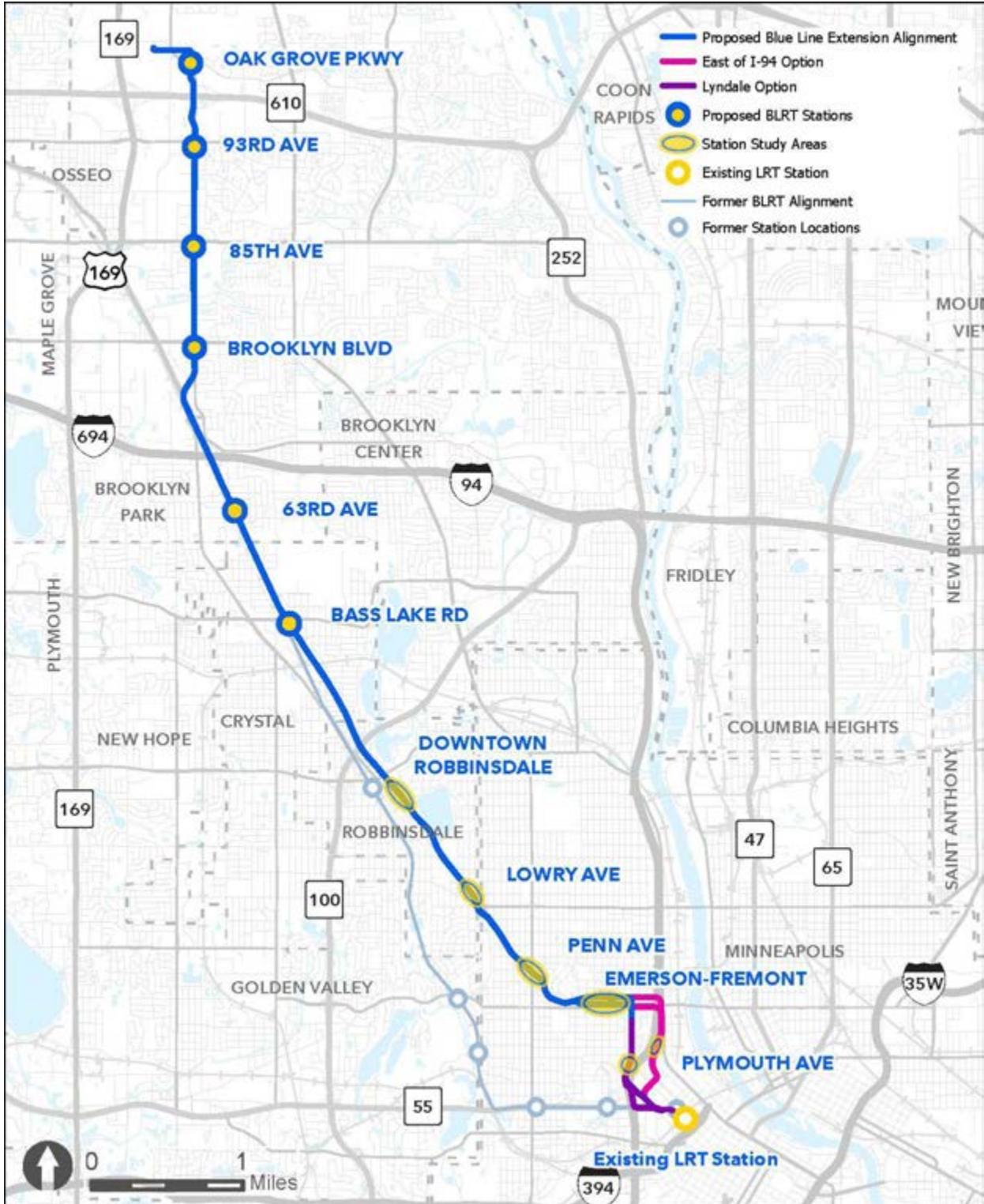
ecc: Elizabeth Breiseth, FTA
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Attachment A:

Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 11:12 AM
To: info@oldhighland.org
Cc: Breiseth, Elizabeth (FTA)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - Old Highland Neighborhood Association.pdf

Hello,

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HDR

1601 Utica Ave. S. Suite 600
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Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

December 14, 2022

Old Highland Neighborhood Association
1514 Dupont Ave N
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Old Highland Neighborhood Association,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. We are also writing to invite you or your respective agency/organization to participate in the Section 106 process as a consulting party.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in historic properties that may be affected by the Project, you are invited to participate in this consultation process. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and

Brooklyn Park and is shown on Attachment A. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes.

The following modified route, described from north to south, meets the project's principles and stated goals, and will be advanced for supplemental environmental and cultural resources review:

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Exact locations of stations along the southern end of the route are still being refined; station study areas reflect general geographic areas where the stations could be located. As the design advances, final station locations will be identified.

The modified route includes potential new bridges or bridge reconstructions at several locations to accommodate LRT. Design options under consideration may also add or eliminate some of these potential new bridges or bridge reconstructions.

Next Steps

If you or an agency or organization that you are affiliated with would like to accept this invitation, please respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov. In the coming weeks, an update will be provided to you regarding efforts to identify historic properties.

We look forward to consulting with you on this project and kindly request that you respond within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.Breiseth@dot.gov with any questions.

Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

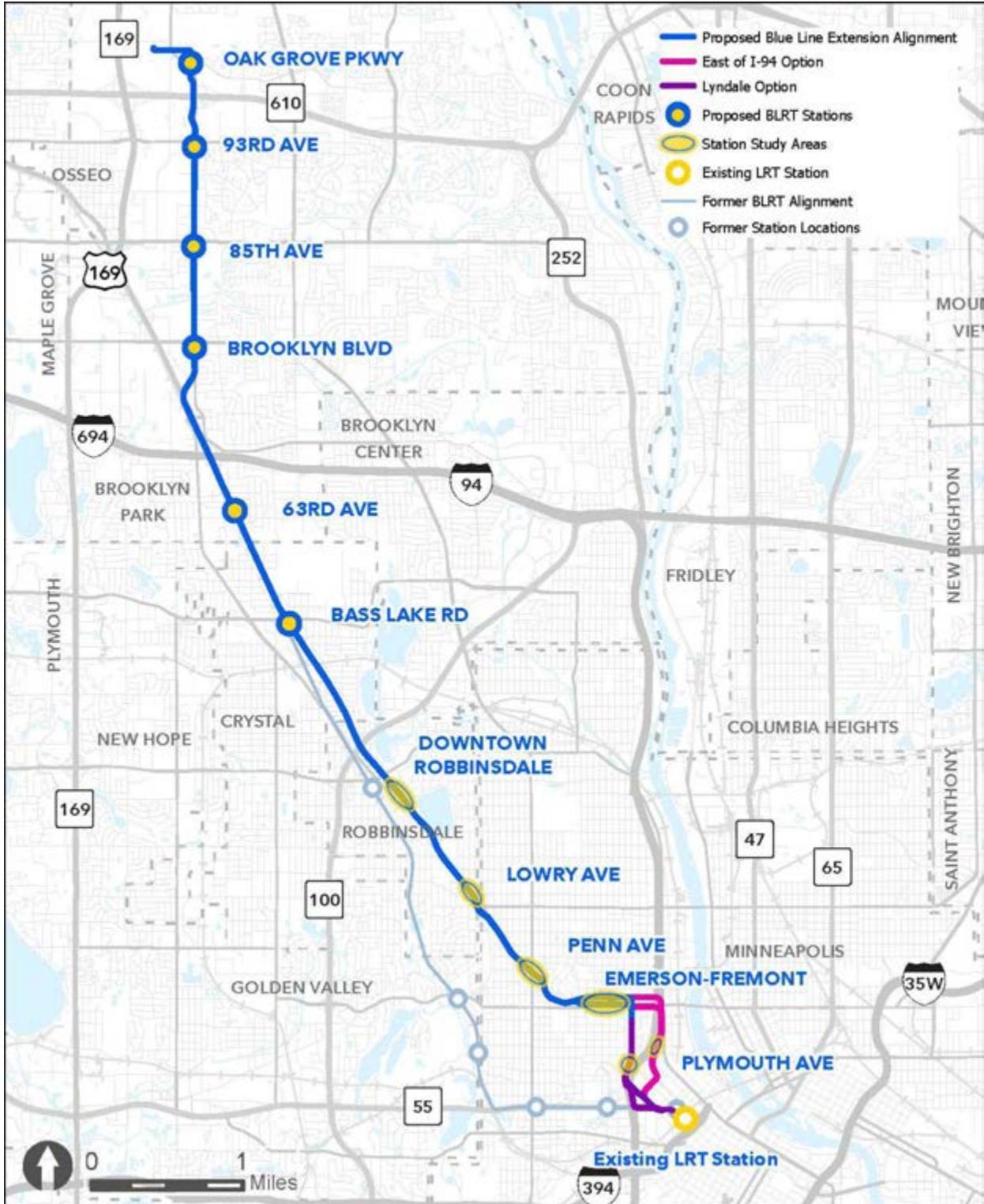
ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:

Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 11:03 AM
To: msmaller@nrrc.org
Cc: Breiseth, Elizabeth (FTA)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - Northside Residents Redevelopment Council.pdf

Hello, Ms. Smaller,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

On behalf of FTA, please find attached an invitation for you or your respective agency/organization to participate in the Section 106 process as a consulting party. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows.

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Kind regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

December 14, 2022

Martine Smaller
Northside Residents Redevelopment Council
1303 Golden Valley Rd
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Martine Smaller,

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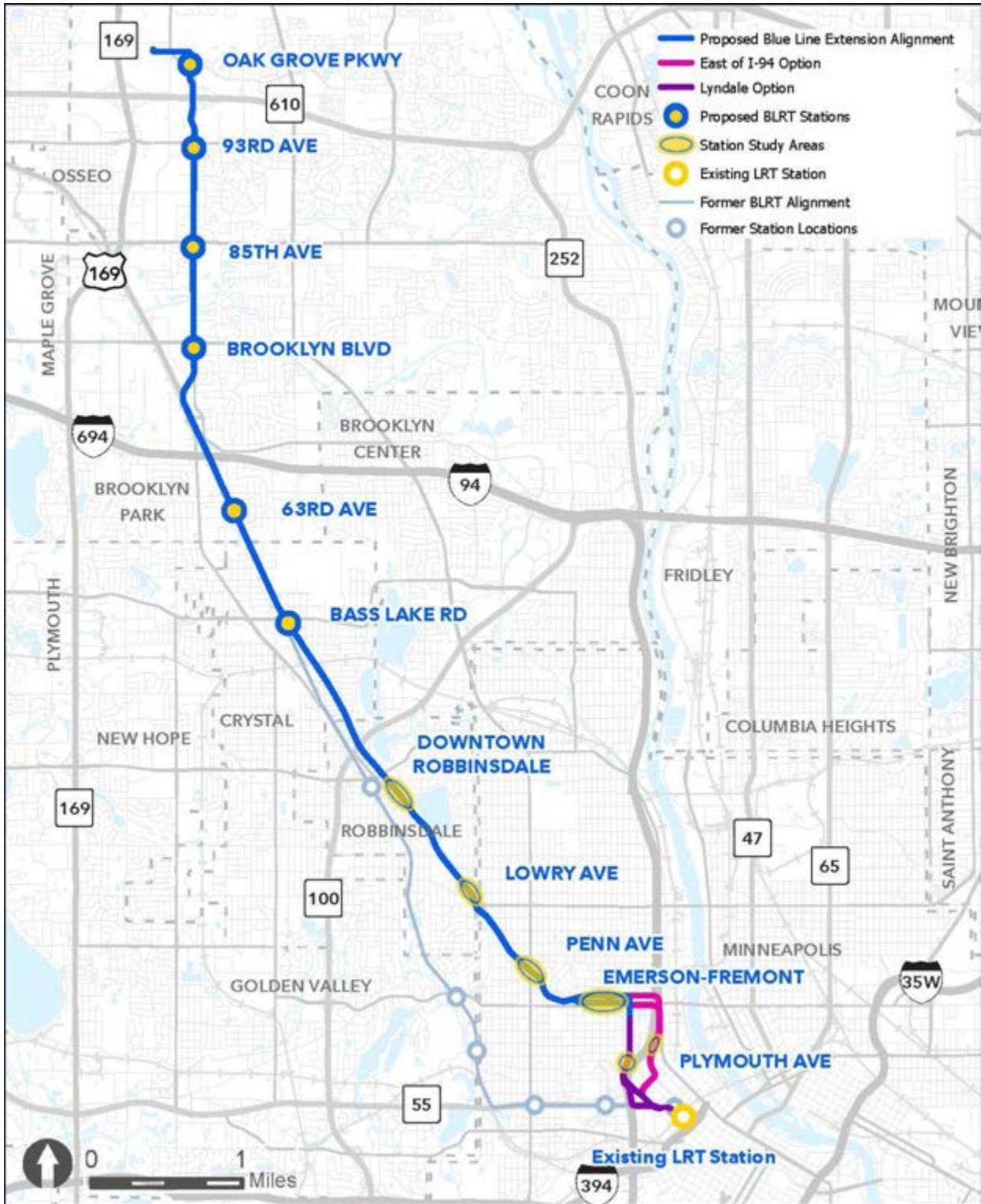
Jay Ciavarella
Director, Office of Planning & Program Development

ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
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Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:
Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 11:01 AM
To: anna@thecamdencollective.org
Cc: Breiseth, Elizabeth (FTA)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - The Camden Collective.pdf

Hello, Ms. Gerdeen,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

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Kind regards,
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Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

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December 14, 2022

Anna Gerdeen
The Camden Collective
4150 Dupont Ave N
Minneapolis, MN 55412

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Anna Gerdeen,

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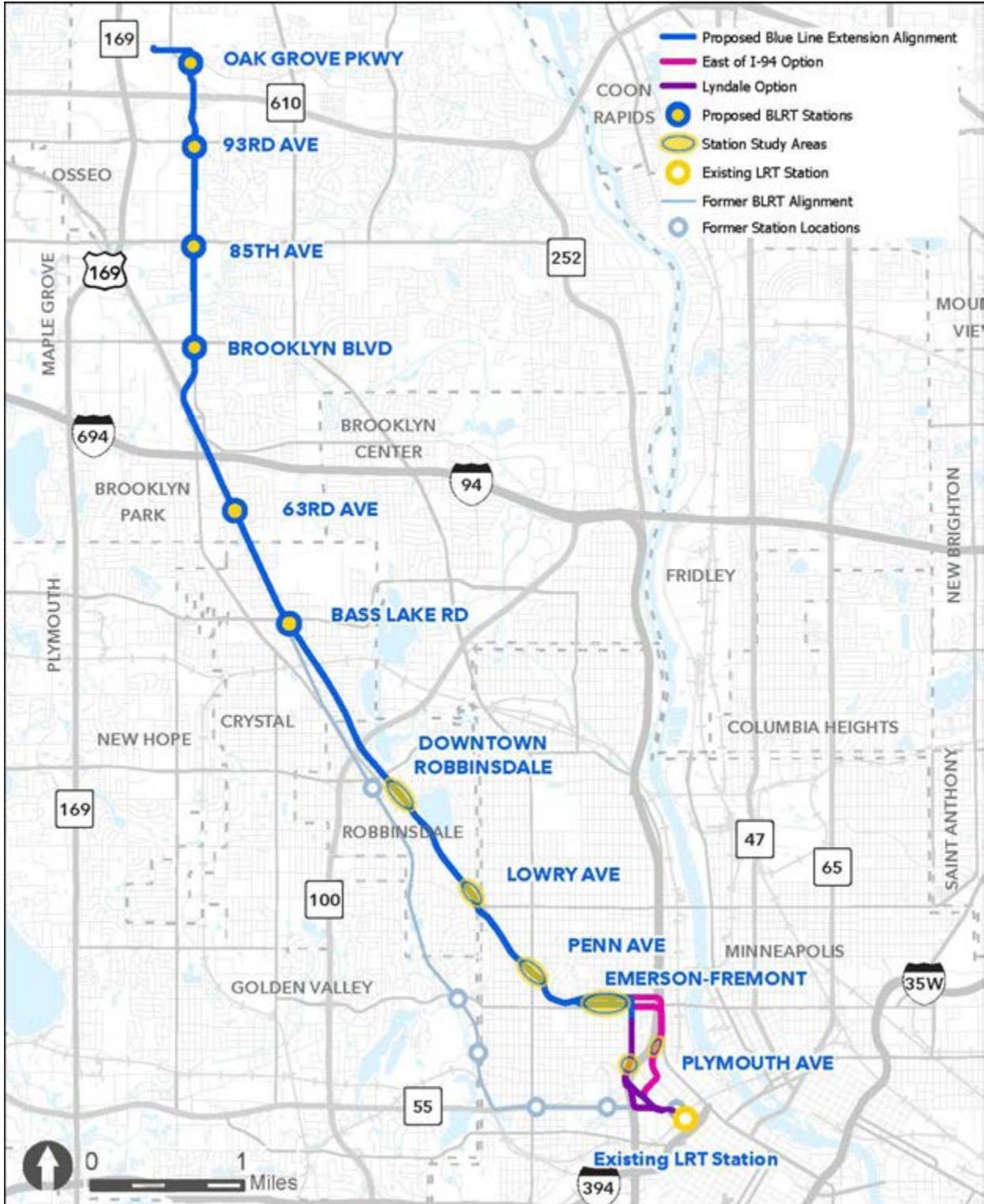
Jay Ciavarella
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ecc: Elizabeth Breiseth, FTA
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Enclosures: Attachment A: Proposed Routes Under Consideration

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Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 10:59 AM
To: damerrifield@mindbridgemarketing.com
Cc: Breiseth, Elizabeth (FTA)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - North Loop Neighborhood Association.pdf

Hello, Ms. Merrifield,

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

December 14, 2022

Diane Merrifield
North Loop Neighborhood Association
512 River St
Minneapolis, MN 55401

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Diane Merrifield,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. We are also writing to invite you or your respective agency/organization to participate in the Section 106 process as a consulting party.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in historic properties that may be affected by the Project, you are invited to participate in this consultation process. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on

Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

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As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park and is shown on Attachment A. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes.

The following modified route, described from north to south, meets the project's principles and stated goals, and will be advanced for supplemental environmental and cultural resources review:

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The modified route includes potential new bridges or bridge reconstructions at several locations to accommodate LRT. Design options under consideration may also add or eliminate some of these potential new bridges or bridge reconstructions.

Next Steps

If you or an agency or organization that you are affiliated with would like to accept this invitation, please respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov. In the coming weeks, an update will be provided to you regarding efforts to identify historic properties.

We look forward to consulting with you on this project and kindly request that you respond within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.Breiseth@dot.gov with any questions.

Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

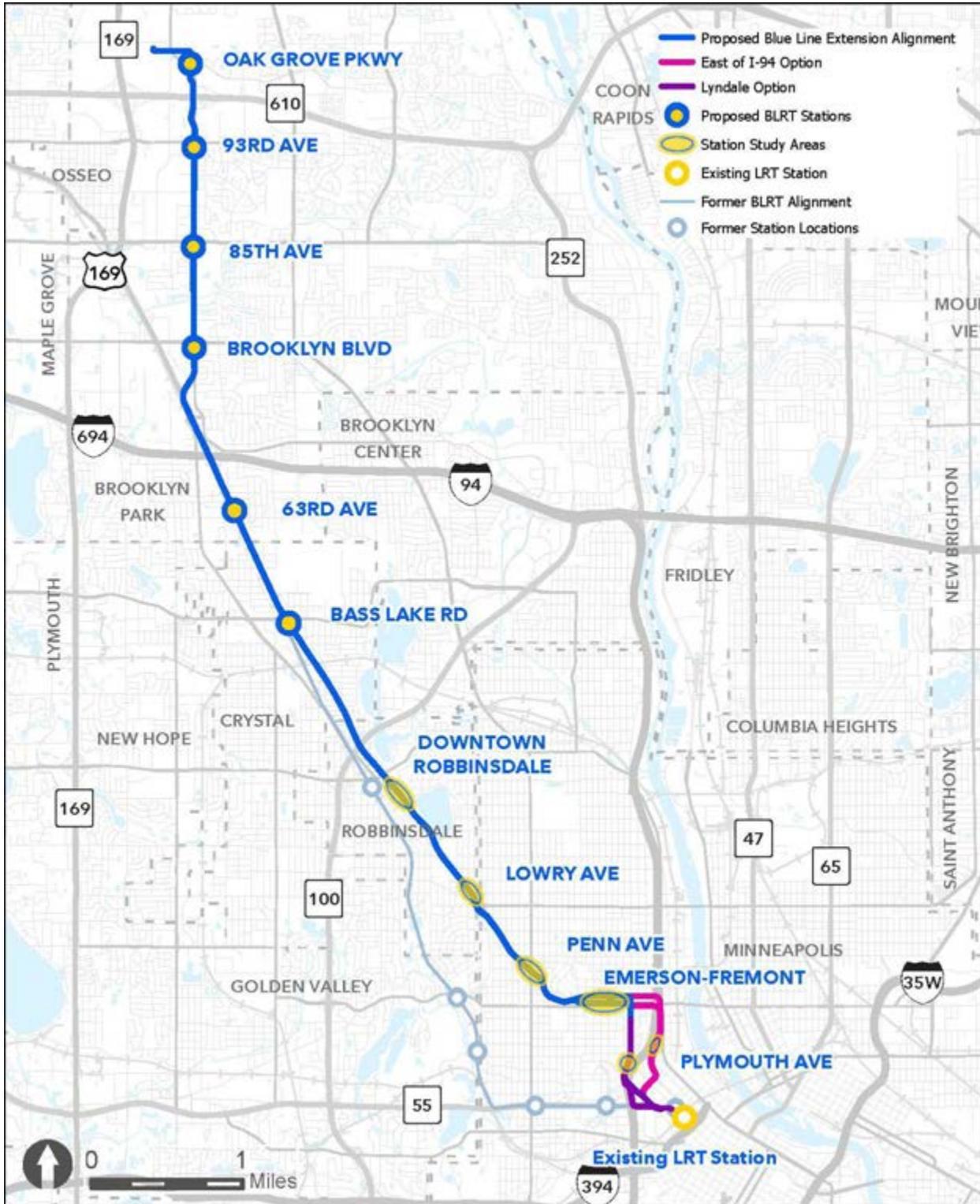
ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:

Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 10:53 AM
To: dhawkins@hncmpls.org; info@hawthorneneighborhoodcouncil.org
Cc: Breiseth, Elizabeth (FTA)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - Hawthorne Neighborhood Council.pdf

Hello, Ms. Hawkins,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

On behalf of FTA, please find attached an invitation for you or your respective agency/organization to participate in the Section 106 process as a consulting party. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows.

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Kind regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
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312-886-0351 (fax)

December 14, 2022

Diana Hawkins
Hawthorne Neighborhood Council
2944 Emerson Ave N
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

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Jay Ciavarella
Director, Office of Planning & Program Development

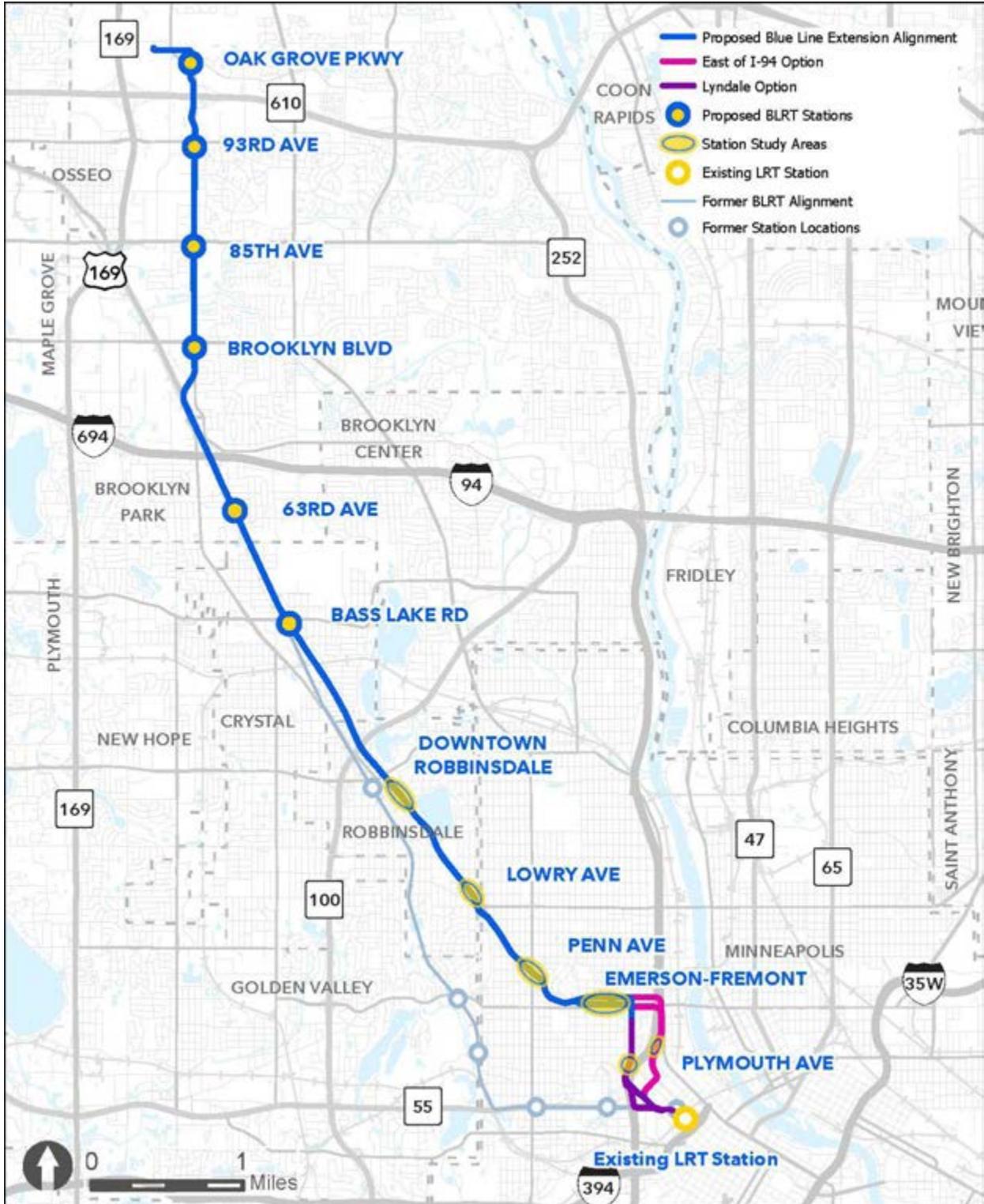
ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:

Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 10:51 AM
To: cathy@jordanmpls.org; info@jordanmpls.org
Cc: Breiseth, Elizabeth (FTA)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - Jordan Area Community Council.pdf

Hello, Ms. Spann,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

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*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

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St. Louis Park, MN 55416
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December 14, 2022

Cathy Spann
Jordan Area Community Council
2410 Girard Ave N, Door #6
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Cathy Spann,

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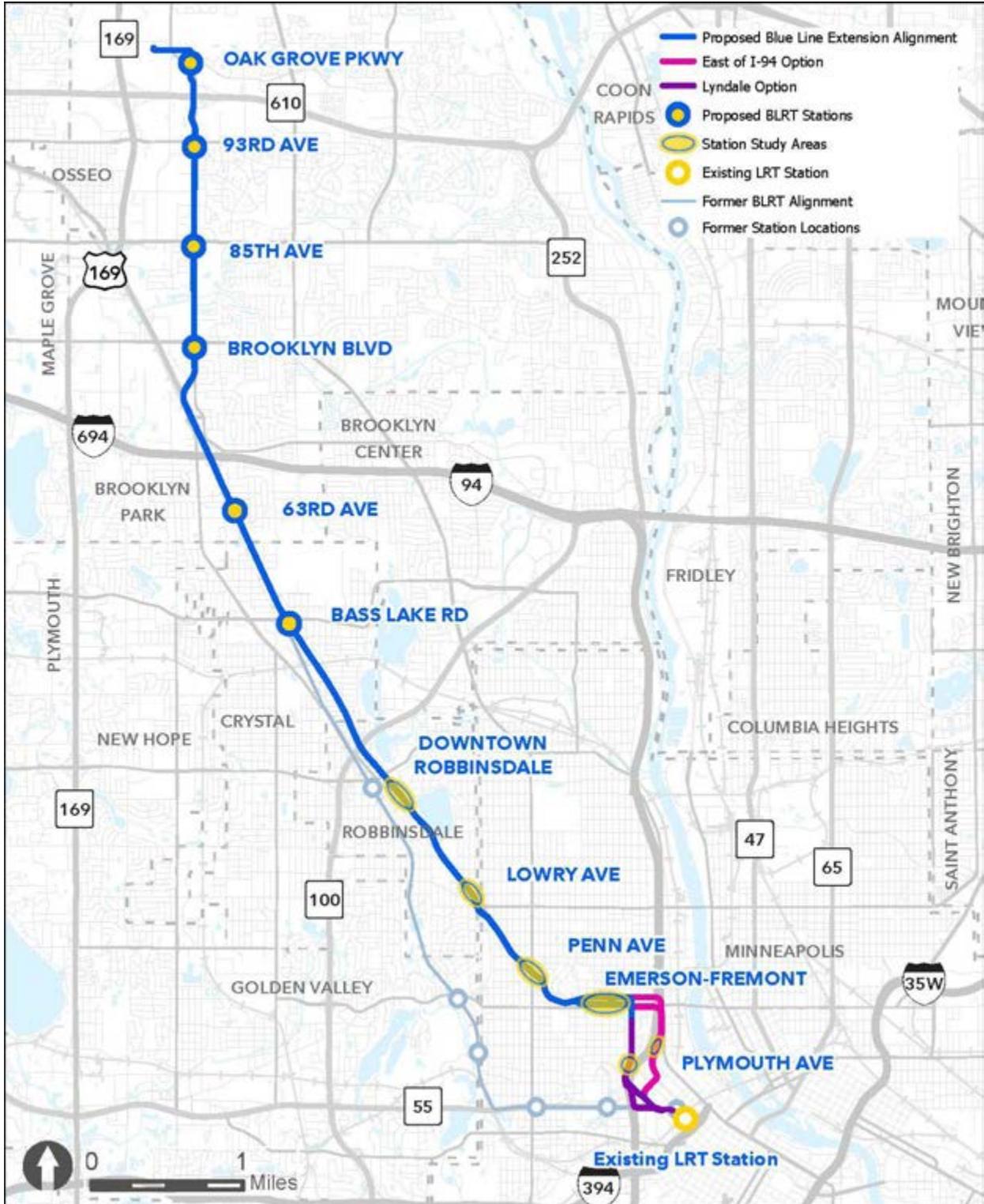
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Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:

Proposed Routes Under Consideration

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Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 10:47 AM
To: perki322@umn.edu
Cc: Breiseth, Elizabeth (FTA)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - Heritage Park Neighborhood Association.pdf

Hello, Ms. Sullivan,

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St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

December 14, 2022

Christi Sullivan
Heritage Park Neighborhood Association
1000 Olson Memorial Highway
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Christi Sullivan,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. We are also writing to invite you or your respective agency/organization to participate in the Section 106 process as a consulting party.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in historic properties that may be affected by the Project, you are invited to participate in this consultation process. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on

Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota (MOA)*, which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park and is shown on Attachment A. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes.

The following modified route, described from north to south, meets the project's principles and stated goals, and will be advanced for supplemental environmental and cultural resources review:

- West Broadway Avenue (CSAH 103) from Oak Grove Parkway to 73rd Avenue North in Brooklyn Park. Includes stations at Oak Grove, 93rd Avenue, 85th Avenue, and Brooklyn Boulevard.
- Bottineau Boulevard (County Road 81) between 73rd Avenue North in Brooklyn Park to the intersection of County Road 81 and West Broadway Avenue in Minneapolis. Includes stations at 63rd Avenue and Bass Lake Road in Crystal, and stations in the downtown and at Lowry Avenue/North Memorial Hospital (Lowry Station) in Robbinsdale.
- West Broadway Avenue from County Road 81 to North Lyndale Avenue in North Minneapolis. This includes a design option along 21st Avenue North from North Irving Avenue to North Lyndale Avenue, one block to the north of West Broadway Avenue. Includes stations at Penn Avenue (CSAH 2) and North Emerson or North Fremont Avenue area.
- Two options will be evaluated to connect from West Broadway to Target Field Station:
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 - A new bridge over I-94 at either 21st Avenue or just south of Broadway Avenue, and an alignment running parallel to Washington Avenue east of I-94 that connects to Target Field Station using North 7th Street and 10th Ave North.

Exact locations of stations along the southern end of the route are still being refined; station study areas reflect general geographic areas where the stations could be located. As the design advances, final station locations will be identified.

The modified route includes potential new bridges or bridge reconstructions at several locations to accommodate LRT. Design options under consideration may also add or eliminate some of these potential new bridges or bridge reconstructions.

Next Steps

If you or an agency or organization that you are affiliated with would like to accept this invitation, please respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov. In the coming weeks, an update will be provided to you regarding efforts to identify historic properties.

We look forward to consulting with you on this project and kindly request that you respond within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.Breiseth@dot.gov with any questions.

Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

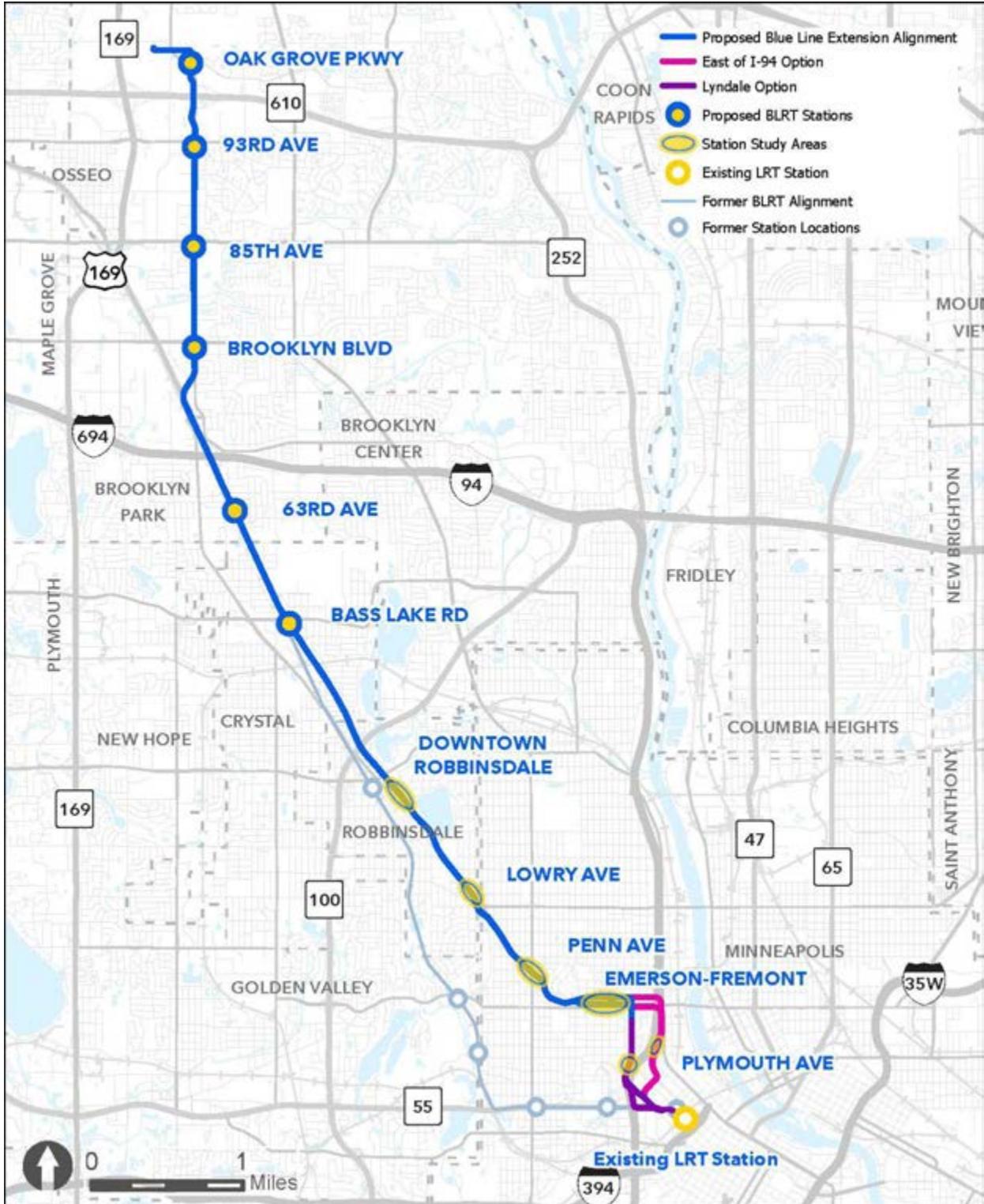
ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:

Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 11:25 AM
To: brooklynswebmaster@gmail.com
Cc: Breiseth, Elizabeth (FTA)
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - Brooklyns Historical Society.pdf

Hello, Ms. Sannes,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

On behalf of FTA, please find attached an invitation for you or your respective agency/organization to participate in the Section 106 process as a consulting party. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows.

If you or an agency or organization that you are affiliated with would like to accept this invitation, we kindly request that you respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or via email with any questions. We look forward to hearing from you.

Kind regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

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U.S. Department
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**Federal Transit
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

December 14, 2022

Diane Sannes
Brooklyns Historical Society
5600 85th Ave N 2nd Flr
Brooklyn Park, MN 55443

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Diane Sannes,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. We are also writing to invite you or your respective agency/organization to participate in the Section 106 process as a consulting party.

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We look forward to consulting with you on this project and kindly request that you respond within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.Breiseth@dot.gov with any questions.

Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

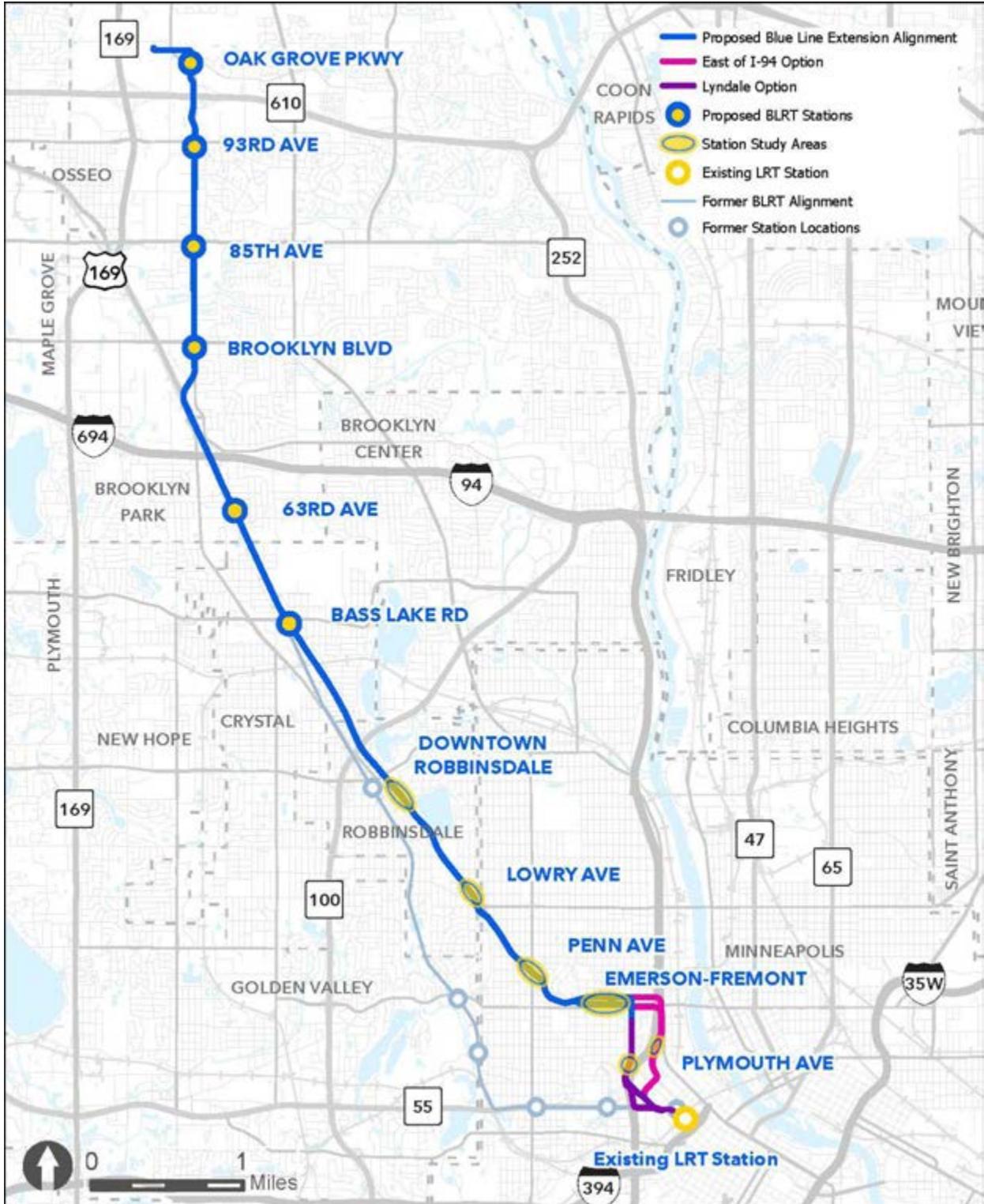
ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:

Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Allen, Martha

From: Bring, Jennifer
Sent: Thursday, December 15, 2022 11:22 AM
To: adams.steven@comcast.net
Cc: Breiseth, Elizabeth (FTA); therese.kiser@crystalmn.gov
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Attachments: BLRT_S106_New CP Invite_20221129 - Crystal Historical Society.pdf

Hello, Mr. Adams,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

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Kind regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
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December 14, 2022

Steve Adams
Crystal Historical Society

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Invitation to Participate in Section 106
Consultation

Dear Steve Adams,

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We look forward to consulting with you on this project and kindly request that you respond within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.Breiseth@dot.gov with any questions.

Sincerely,

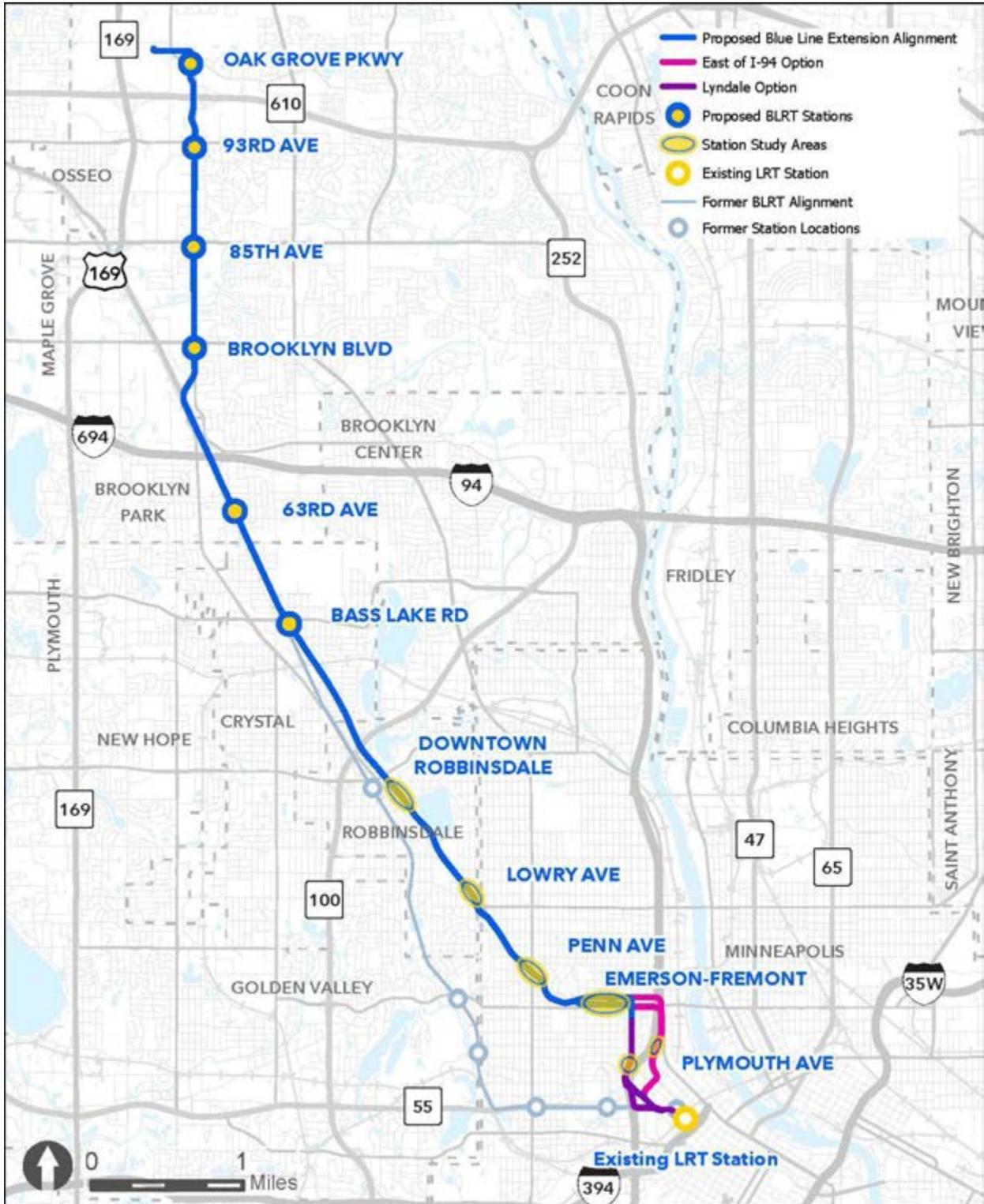
Jay Ciavarella
Director, Office of Planning & Program Development

ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
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Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration

Attachment A:
Proposed Routes Under Consideration

Figure 1. General Overview of Proposed Routes Under Consideration



Cultural Resources Attachments: Memorandum of Agreement

**MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL TRANSIT ADMINISTRATION
AND
THE MINNESOTA HISTORIC PRESERVATION OFFICE
REGARDING
THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

WHEREAS, the Metropolitan Council (COUNCIL) is proposing to construct the Blue Line Extension Light Rail Transit Project (PROJECT), an approximately 13-mile long double-track light rail transit line (LRT) located in dedicated right-of-way, with eleven (11) new stations, five (5) park-and-ride facilities, and one Operations and Maintenance Facility (OMF), beginning at a connection with the METRO Green Line and METRO Blue Line LRT lines at the existing Target Field Station in Minneapolis, and extending along a northwesterly alignment to connect the cities of Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park, Minnesota; and

WHEREAS, the United States Department of Transportation, Federal Transit Administration (FTA) may fund the PROJECT and has determined it is an undertaking subject to the requirements of Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), and its implementing regulations, 36 CFR § 800; and

WHEREAS, the United States Army Corps of Engineers (USACE) may issue permits to construct the PROJECT pursuant to 33 U.S.C. §§ 11 and 404 of the Clean Water Act (Section 404), 33 U.S.C. § 1251-1376, as amended, and has determined this is an undertaking subject to the requirements of Section 106 and 36 CFR § 800; and

WHEREAS, pursuant to 36 CFR § 800.2(a)(2) USACE has recognized FTA as the lead Federal agency for the PROJECT to fulfill their collective responsibilities under Section 106 and, therefore, does not need to be a signatory to this Memorandum of Agreement (AGREEMENT); and

WHEREAS, pursuant to 36 CFR § 800.1(a)(3) FTA has designated the professionally qualified staff of the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) to assist with some aspects of the Section 106 review process, including initiating the consultation process, defining the area of potential effect (APE), identifying historic properties, assessing effects, and coordinating consultation with concurring parties; and

WHEREAS, the COUNCIL is the local sponsor for the PROJECT and is responsible for obtaining the necessary approvals and permits to undertake the PROJECT; and

WHEREAS, FTA, MnDOT CRU, and the COUNCIL have consulted with the Minnesota Historic Preservation Office (MnHPO), interested and affected Indian Tribes, and other parties with a

demonstrated interest in the effects of the PROJECT on historic properties in accordance with Section 106 and 36 CFR § 800; and

WHEREAS, pursuant to 36 CFR § 800.16(d) FTA and MnDOT CRU, in consultation with MnHPO, have defined the APE for the PROJECT as shown in **Attachment A** to this AGREEMENT; and

WHEREAS, FTA, MnDOT CRU, and the COUNCIL, in consultation with MnHPO, have undertaken surveys of the PROJECT APE to identify historic properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP), the results of which are shown in **Attachment B** to this AGREEMENT, and MnHPO has concurred with these determinations; and

WHEREAS, FTA has found, based on the PROJECT's approximately 15 percent design plans (15% Plans), and MnHPO has concurred, that the construction of the PROJECT will have no adverse effect on the following six (6) historic properties: Bridge No. L9327; Jones-Osterhus Barn; Minneapolis & Pacific Railway / Soo Line Railway Historic District; Minneapolis Warehouse Historic District; St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District; and Northwestern Knitting Company; and

WHEREAS, FTA has found, based on the PROJECT's 15% Plans, and MnHPO has concurred, that the construction of the PROJECT will have no adverse effect on the following five (5) historic properties, provided measures identified in the stipulations of this AGREEMENT are implemented: Hennepin County Library; Robbinsdale Branch; Labor Lyceum; Robbinsdale Waterworks; Sacred Heart Catholic Church; and Sumner Branch Library; and

WHEREAS, FTA has found, based on the PROJECT's 15% Plans, and MnHPO has concurred, that the construction of the PROJECT will have an adverse effect on the following six (6) historic properties: Floyd B. Olson Memorial Statue; Grand Rounds Historic District (GRHD): Theodore Wirth Segment; Homewood Historic District; Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District; Wayman African Methodist Episcopal Church; and West Broadway Avenue Residential Historic District; and

WHEREAS, subsequent to FTA issuing its findings of effect and final determination of effect of the PROJECT on historic properties based on the PROJECT's 15% Plans, and MnHPO's concurrence, MnDOT revised the NRHP eligible boundaries of the Floyd B. Olson Memorial Statue based on new information found regarding its original location, and MnHPO and FTA have concurred with the revised boundary as shown in **Attachment C** to this AGREEMENT; and, as a result, FTA has found, based on the revised boundaries, that the PROJECT will no longer have a direct effect on the property, though indirect adverse effects remain; and

WHEREAS, FTA, upon initiation of the 54 U.S.C. § 306108 consultation for the PROJECT, and in accordance with 36 CFR § 800.2(c)(2)(ii), notified the Lower Sioux Indian Community, Upper Sioux Indian Community, Bois Forte Band (Nett Lake) of Minnesota Chippewa, Fond du Lac Band of Minnesota Chippewa, Grand Portage Band of Minnesota Chippewa, Leech Lake Band of Ojibwe, Mille Lacs Band of Ojibwe, Red Lake Tribal Council, White Earth Band of Minnesota Chippewa, Prairie Island

Indian Community, Shakopee Mdewakanton Sioux Community, Bad River Band of Lake Superior Chippewa, Lac Vieux Desert Band of Lake Superior Chippewa, Red Cliff Band of Lake Superior Chippewa, Lac Courte Oreilles Band of Lake Superior Chippewa, Lac du Flambeau Band of Lake Superior Chippewa, St. Croix Chippewa Indians of Wisconsin, Sokaogon (Mole Lake) Chippewa, Turtle Mountain Band of Chippewa, Sisseton-Wahpeton Oyate, Santee Sioux Nation, Flandreau Santee, Fort Peck Tribes, Spirit Lake Tribe, Three Affiliated Tribes, Keweenaw Bay Indian Community, Northern Cheyenne Tribe and the Standing Rock Sioux, all federally recognized tribes, and invited their participation in the consultation and none requested to participate; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, the COUNCIL is responsible for designing and constructing the PROJECT, as well as carrying out many of the terms of this AGREEMENT, as required, to receive FTA funding and USACE permits, and, therefore, is an invited signatory to this AGREEMENT; and

WHEREAS, MnDOT has responsibilities as owner of the Floyd B. Olson Memorial and MnDOT CRU is responsible for assisting FTA in completing the Section 106 process, and will be providing technical assistance to the PROJECT to complete certain terms and conditions of this AGREEMENT, and, therefore, MnDOT is an invited signatory to this AGREEMENT; and

WHEREAS, the PROJECT will utilize Quiet Zones to minimize and mitigate auditory effects on the West Broadway Avenue Residential Historic District, which is located in Robbinsdale, Minnesota, and, per 49 CFR § 222.37, the City of Robbinsdale is the responsible public authority for requesting Quiet Zone status from the Federal Railroad Administration (FRA) for grade crossings within its city limits and, therefore, is an invited signatory to this AGREEMENT; and

WHEREAS, FTA, MnDOT CRU, and the COUNCIL have consulted with Hennepin County, the Cities of Brooklyn Park, Crystal, Golden Valley, and Minneapolis, the Minneapolis Heritage Preservation Commission, and the Minneapolis Park and Recreation Board (MPRB) regarding the effects of the PROJECT on historic properties in their respective jurisdictions, and has invited them to sign this AGREEMENT as concurring parties; and

WHEREAS, this AGREEMENT was developed with appropriate public involvement pursuant to 36 CFR § 800.2(d) and § 800.6(a), and coordinated with the scoping, public review and comment, and public hearings conducted by FTA and the COUNCIL to comply with the National Environmental Policy Act, as amended, and its implementing regulations; and

WHEREAS, FTA and MnDOT CRU, in consultation with MnHPO and other consulting parties, have assessed potential PROJECT effects on historic properties and have considered ways to avoid, minimize and/or mitigate adverse effects, have agreed upon measures for minimizing and mitigating the identified adverse effects, as outlined in this AGREEMENT, and this AGREEMENT provides for

additional consultation to assess effects and resolve adverse effects in accordance with 36 CFR § 800.14(b)(1)(ii); and

WHEREAS, the COUNCIL shall administer the implementation of the PROJECT and, with the assistance of MnDOT CRU, shall complete the stipulations of this AGREEMENT, and FTA shall be responsible for ensuring that the COUNCIL's implementation of the PROJECT meets the terms of this AGREEMENT.

NOW, THEREFORE, FTA and MnHPO agree that the PROJECT shall be implemented in accordance with the following stipulations in order to take into account the effects of the PROJECT on historic properties.

STIPULATIONS

FTA shall ensure that the COUNCIL, with the assistance of MnDOT CRU, carries out the terms of this AGREEMENT and shall require, as a condition of any approval of FTA funding or USACE permit for the PROJECT, adherence to the stipulations of this AGREEMENT.

I. IDENTIFICATION OF ADDITIONAL HISTORIC PROPERTIES

A. The identification of additional historic properties shall be completed in two ways: through a survey of properties constructed in 1965 or after; and through a survey because of contemplated potential changes in PROJECT scope. Inventories of the PROJECT's archaeological and architecture/history APEs (as depicted in **Attachment A**) have been completed to identify properties constructed in 1965 or earlier, and to evaluate their eligibility for inclusion in the NRHP. The date range selected included properties 50 years in age or older from the estimated start of construction date, which is the typical age range for a property to be considered for historic status without the application of additional criteria. However, because construction of the PROJECT did not start in 2015, additional survey is required of properties constructed after 1965 that will be 50 years of age at the revised time of PROJECT construction to determine their eligibility for inclusion in the NRHP. Therefore, prior to the completion of the 90% design plans (90% Plans); the COUNCIL shall complete the survey of such properties within the PROJECT's architecture/history APE. In addition, if there are changes to the PROJECT's archaeological and/or architecture/history APEs as a result of advancing design, or a change in PROJECT scope, additional inventory and evaluation shall be performed to identify historic properties and evaluate their eligibility for the NRHP as per the requirements of 36 CFR § 800.4(a), including appropriate level of public participation. The following process shall be used to identify and evaluate additional historic properties:

B. Survey and Evaluation

i. The COUNCIL, with the assistance of MnDOT CRU, shall contract with qualified professionals who meet the *Secretary of the Interior's (SOI's) Professional Qualifications*

Standards (36 CFR § 61) for their respective fields to identify additional historic properties and evaluate their eligibility for the NRHP.

- ii.** All survey work shall be conducted in accordance with applicable federal and state laws regarding historic property identification and evaluation, and the standards described in Stipulation XV of this AGREEMENT.
- iii.** FTA, with the assistance of MnDOT CRU, shall oversee the completion of all inventory and evaluation activities to identify additional historic properties and evaluate their eligibility for the NRHP as per the requirements of 36 CFR § 800.4(a), including determining an appropriate level of public participation. If additional potentially eligible properties are identified, MnDOT CRU shall evaluate the property's eligibility under 36 CFR § 800.4(c)(1) and (2) and make a recommendation to FTA.
 - a.** If FTA determines no additional historic properties are eligible for the NRHP, FTA shall issue a finding of No Historic Properties Affected and consult with MnHPO and others as per 36 CFR § 800.4(d)(1). If MnHPO concurs, FTA shall have no further obligations in regards to the property.
 - b.** If FTA identifies additional historic properties eligible for the NRHP, FTA shall issue a determination of eligibility and submit the determination to MnHPO for concurrence. MnHPO shall have thirty (30) calendar days to review and concur with all determinations of eligibility. If MnHPO does not concur, it shall provide comments to FTA on the grounds for its disagreement. FTA shall consult with MnHPO to resolve the disagreement in accordance with Stipulation XVIII of this AGREEMENT.

C. Assessment of Effects

FTA shall make a finding of effect for all additional historic properties determined eligible for the NRHP identified in accordance with Subparagraphs A and B of this Stipulation. FTA, with the assistance of MnDOT CRU, shall complete an assessment of effects for these properties as per 36 CFR § 800.4(d)(2) and 36 CFR § 800.5, and per Stipulation XIV of this AGREEMENT to determine if the PROJECT will have an adverse effect on the historic property.

- i.** MnDOT CRU shall assess effects of the PROJECT on each historic property and forward a recommendation to FTA. FTA shall make a finding of effect for each historic property and submit the finding to MnHPO and the concurring parties for review.
 - a.** If FTA makes a No Adverse Effect finding, MnHPO and the concurring parties shall have thirty (30) calendar days to provide comments on FTA's findings of effect. If MnHPO concurs, no further consultation is required, pending implementation of any conditions on which the finding is based, if any.

- b. If FTA makes an Adverse Effect finding, FTA shall consult with MnHPO and the concurring parties in accordance with Stipulation XIV of this AGREEMENT.

II. PROJECT DESIGN DEVELOPMENT

The PROJECT design will effectively meet the PROJECT purpose and need, while avoiding, minimizing, and/or mitigating adverse impacts to the environment, including adverse effects to historic properties. Avoidance of adverse effects to historic properties is the preferred option, to the extent feasible. The review and findings of effects for the 15% Plans have been completed prior to the signing of this AGREEMENT and an Adverse Effect finding was made for the PROJECT (see WHEREAS clauses for findings of effects for individual historic properties).

A. PROJECT Design to the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68)

All PROJECT elements (including, but not limited to, the guideway, bridges, stations, platforms, shelters, ramps, walkways, overhead power system, traction power substations [TPSSs], signal bungalows, street and streetscape improvements, landscaping, and public art) within the PROJECT segments listed below, and as shown in **Attachment D** to this AGREEMENT, will be designed in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68) when feasible. The geographic limits of this requirement are:

- Minneapolis-Golden Valley Segment: From a point beginning where the PROJECT alignment crosses Bryant Avenue North in Minneapolis, and extending west and northwesterly along the PROJECT alignment to a point 500 feet northwest along the PROJECT alignment from the northwestern corner of the GRHD: Valley View Park/Glenview Terrace Park.
- Robbinsdale Segment: From a point beginning at approximately 40½ Avenue North, or 350 feet southeast along the PROJECT alignment from the southern right-of-way limit of the 41st Avenue North/Noble Avenue North crossing, and extending northwesterly along the PROJECT alignment to include the entirety of the PROJECT's bridge over Trunk Highway (TH) 100 and its northern approach.

The purpose of this requirement is to: 1) avoid adverse effects to the Sumner Branch Library, Labor Lyceum, Sacred Heart Catholic Church, Robbinsdale Waterworks, and the Hennepin County Library, Robbinsdale Branch; and 2) minimize effects, including adverse effects, to the Floyd B. Olson Memorial Statue, GRHD: Theodore Wirth Segment, Homewood Historic District, and West Broadway Avenue Residential Historic District.

As design continues, if the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68) cannot be fully met, FTA, the COUNCIL, MnDOT CRU, and the concurring parties to this AGREEMENT will proceed in accordance with Stipulation XIV of this AGREEMENT.

B. Consultation on PROJECT Design

During PROJECT design development FTA, the COUNCIL, and MnDOT CRU shall continue to consult with MnHPO, concurring parties, and the public, as appropriate, on the design of PROJECT elements within the segments identified in Subparagraph A of this Stipulation to consider ways to minimize effects on historic properties and address design concerns. If, in accordance with Stipulation I of this AGREEMENT, any additional historic properties are identified, the consultation shall also include the consideration of design of PROJECT elements within, and in the vicinity of, the newly identified historic properties.

- i.** Consultation meetings shall be held with MnHPO and the concurring parties at the following points in PROJECT design development to gain input and consider design concerns.
 - a.** Prior to the completion of the 30% percent design plans (30% Plans), the COUNCIL shall consult to gain input to inform the design of the 30% Plans. As feasible, the COUNCIL shall incorporate comments received from MnHPO and the concurring parties through this consultation into the design of the final 30% Plans. FTA shall submit the final 30% Plans to MnHPO and to the concurring parties for review in accordance with Stipulation III.C of this AGREEMENT.
 - b.** After the completion of the 30% Plans, but prior to the completion of the 60% percent design plans (60% Plans), the COUNCIL shall consult to gain input to inform the design of the 60% Plans. As feasible, the COUNCIL shall incorporate comments received from MnHPO and the concurring parties through this consultation into the design of the final 60% Plans. FTA shall submit the final 60% Plans to MnHPO and to the concurring parties for review in accordance with Stipulation III.C of this AGREEMENT.
 - c.** After the completion of the 60% Plans, but prior to the completion of the 90% percent design plans (90% Plans), the COUNCIL shall consult to gain input to inform the design of the 90% Plans. As feasible, the COUNCIL shall incorporate comments received from MnHPO and the concurring parties through this consultation into the design of the final 90% Plans.
- ii.** FTA, with the assistance of MnDOT CRU, shall ensure that any commitments reached during the consultation process outlined in Stipulations II and III of this AGREEMENT are incorporated into the 100% design plans (100% Plans).

III. PRE-CONSTRUCTION DESIGN REVIEW PROCESS

MnDOT CRU shall review and compare the PROJECT's 30% Plans, 60% Plans, 90% Plans, and 100% Plans, as well as any modifications to the approved 100% Plans, prior to initiating PROJECT construction with the PROJECT's approved 15% Plans. The purpose of this review shall be to determine if there are any substantive changes to the PROJECT design; that the portions of the PROJECT identified in Stipulation II.A of this AGREEMENT meet the *SOI's Standards for the Treatment of Historic*

Properties (36 CFR § 68); and that any other design related requirements of this AGREEMENT have been satisfied.

- A. If MnDOT CRU determines that there are no substantive changes, defined as design variations that would necessitate a revision of the PROJECT's APE and/or result in an additional adverse effect; and that all design-related requirements of the AGREEMENT have been met, they shall inform FTA. If FTA agrees, it shall issue a notice to MnHPO that the reviews were completed, no substantive changes were identified and that all design requirements of this AGREEMENT have been met, and, therefore, no further Section 106 review is needed and that the findings made based on the PROJECT's 15% Plans remain valid.
- B. If MnDOT CRU identifies substantive changes, as defined in Subparagraph A of this Stipulation, or that the design requirements of this AGREEMENT have not been met, MnDOT CRU shall make a recommendation on the effects of the design changes on any historic properties, or effects resulting from the inability of the PROJECT to meet the design requirements stipulated in this AGREEMENT to FTA. If FTA agrees that there is a change of effect to a historic property, or that the design requirements stipulated in this AGREEMENT have not been met, FTA shall consult with MnHPO and the concurring parties on the changes to the PROJECT, or the inability of the PROJECT to meet the design requirements of this AGREEMENT, and, if necessary, will issue new findings of effect.
 - i. If FTA makes a No Adverse Effect finding, MnHPO and the concurring parties shall have thirty (30) calendar days to provide comments on FTA's findings of effect. The COUNCIL and FTA shall carefully consider any comments provided by MnHPO and concurring parties to this AGREEMENT and incorporate suggested modifications, as appropriate. If there are any comments from MnHPO or the concurring parties that are not feasible to incorporate into PROJECT plans, the COUNCIL shall provide an explanation to FTA. If FTA agrees, it shall issue a notice to MnHPO and the concurring parties.
 - ii. If FTA makes an Adverse Effect finding, FTA shall follow the measures outlined in Stipulation XIV of this AGREEMENT.
- C. FTA, with assistance from MnDOT CRU, shall submit the final 30% Plans and 60% Plans to MnHPO for concurrence and to the concurring parties to this AGREEMENT for review. MnHPO shall have thirty (30) days to concur with the 30% Plans and the 60% Plans and the concurring parties shall have thirty (30) calendar days to provide comments on each of these plan sets.

IV. CONSTRUCTION PROTECTION PLAN

Prior to initiating PROJECT construction (defined as demolition activities and earthwork, and construction of PROJECT infrastructure and related improvements), the COUNCIL, with the assistance of MnDOT CRU, shall develop a Construction Protection Plan (CPP) in consultation with FTA and MnHPO detailing the measures to be implemented during PROJECT construction to avoid and minimize adverse effects to historic properties. The COUNCIL shall include the CPP within specific contract

packages to inform contractors of their responsibilities relative to historic properties. This plan may be a separate document or combined with other PROJECT construction monitoring plans, as appropriate. The CPP shall include the following:

- A.** Construction Protection Measures (CPMs). The CPP shall detail the measures to be implemented during PROJECT construction to protect the following historic properties from physical damage or indirect adverse effects during the construction of the PROJECT: Sumner Branch Library; Floyd B. Olson Memorial Statue; GRHD: Theodore Wirth Segment; Homewood Residential Historic District; Robbinsdale Waterworks; Hennepin County Library, Robbinsdale Branch; and West Broadway Avenue Residential Historic District.
 - i.** The CPMs shall include:
 - a.** Inspection and documentation of existing conditions of each historic property (e.g., limits of the site, dimensions of the structure, photographs of the property, aerial photographs as required, assessment of geological conditions, identification of ancillary structures in the vicinity of the property), and
 - b.** Establishment of protection measures and procedures for each historic property to be implemented during PROJECT construction.

- B.** Vibration Management and Remediation Measures (VMRMs). The CPP shall address issues related to ground-borne vibrations caused by PROJECT construction on the following historic properties: Robbinsdale Waterworks; Hennepin County Library, Robbinsdale Branch; and West Broadway Avenue Residential Historic District.
 - i.** VMRMs shall include:
 - a.** Pre- and post-construction survey. The CPP shall include a schedule and methodology for a pre-construction survey of each historic property subject to VMRMs. This survey shall provide a baseline of existing structural and physical conditions to facilitate later identification of any structural and/or cosmetic damage caused by PROJECT construction. A post-construction survey of these properties shall identify any changes from pre-construction condition and assess possible cause of these changes, and
 - b.** Construction vibration thresholds and monitoring. The CPP shall include a methodology for monitoring vibration during PROJECT construction at the historic properties subject to VMRMs. It shall specify thresholds for vibration during construction for each historic property and shall include details about the monitoring process, monitoring equipment (e.g., crack-monitoring gauges), documentation standards, and frequency of monitoring. Thresholds shall be set using guidance from FTA's *Transit Noise and Vibration Impact Assessment Manual*. If the COUNCIL determines as a result of the pre-construction survey that a lower threshold is required for a historic property due to its structural

condition, the COUNCIL shall submit to FTA documentation to support a different threshold for FTA's review and approval.

- ii.** Reporting. The CPP shall include provisions for timely reporting of the results of the pre- and post-construction surveys and construction monitoring efforts to MnHPO and owners of historic properties subject to VMRMs.
 - iii.** All owners of historic properties subject to VMRMs shall be consulted regarding the VMRMs provisions of the CPP. As part of this consultation, the COUNCIL shall provide information to the owners of historic properties on the purpose of, and process for completing, the pre- and post-construction surveys, other work under the plan, and the process for substantiating damages and for seeking remediation for substantiated damage claims, should damage result from construction of the PROJECT. Any agreements with owners of historic properties that contain provisions related to vibration issues shall be consistent with the provisions of the VMRMs. Copies of such agreements shall be included as part of the VMRMs included in the CPP and provided to MnHPO.
 - iv.** The team preparing the VMRMs for the CPP shall include: a structural engineer with at least five (5) years of experience working with historic properties, an architect who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for historic architecture, and a historian and/or architectural historian who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for architectural history.
- C.** Unexpected discoveries. The CPP shall include a plan for the unexpected discovery of archaeological resources. The plan for unexpected discoveries shall be developed in accordance with Stipulation XIII of this AGREEMENT.
- D.** The draft CPP, including all measures identified in Subparagraphs A through C of this Stipulation, shall be submitted to FTA for review and approval. Once FTA's comments are incorporated, the draft CPP shall be submitted to MnHPO, the concurring parties, and owners of the historic properties identified under this Stipulation. MnHPO the concurring parties, and owners of the historic properties shall have thirty (30) calendar days to provide comments on the CPP. The COUNCIL shall consider all comments received and use them to prepare the final CPP. If there are any comments from MnHPO or the concurring parties that are not viable to incorporate into the CPP, the COUNCIL shall provide an explanation to FTA. If FTA agrees with the COUNCIL's assessment that suggestions cannot be incorporated, FTA shall notify MnHPO and the concurring parties. If agreement cannot be reached on whether their suggestions are viable to incorporate, FTA shall consult with the COUNCIL, MnHPO, and the concurring parties as per the terms of Stipulation XVIII of this AGREEMENT. The COUNCIL shall submit the final CPP to FTA for approval. Upon FTA approval, the final CPP shall be submitted to MnHPO for review. MnHPO shall have thirty (30) calendar days to review and concur with the final CPP. This review shall be completed prior to initiating PROJECT construction.

- E. Before PROJECT construction activities begin in the vicinity of the historic properties subject to this Stipulation, the COUNCIL and MnDOT CRU shall meet with the construction contractor(s) to review the CPP, and confirm that construction plans are consistent with the PROJECT design as reviewed by FTA and MnHPO.
- F. The COUNCIL and MnDOT CRU shall monitor PROJECT construction to ensure that all measures identified in the CPP are implemented and shall provide a record of monitoring activities in the quarterly reports prepared pursuant to Stipulation XVI of this AGREEMENT.

V. NOISE MITIGATION

- A. Quiet Zones. The COUNCIL shall incorporate Quiet Zone infrastructure into the PROJECT design for the following grade crossings to minimize and mitigate moderate and severe auditory impacts on the Sacred Heart Catholic Church; Hennepin County Library, Robbinsdale Branch; and West Broadway Avenue Residential Historic District. Quiet Zone infrastructure will be installed for the following grade crossings:
 - 39½ Avenue North/40th Avenue North
 - 41st Avenue North/Noble Avenue North
 - 42nd Avenue North
 - i. Quiet Zone infrastructure that is located within the PROJECT segments identified in Stipulation II.A of this AGREEMENT shall be designed in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68).
 - ii. The City of Robbinsdale shall be responsible for requesting Quiet Zone status from the Federal Railroad Administration (FRA) for those PROJECT areas within the City of Robbinsdale. Quiet Zones are locations, at least 0.5 mile in length, where the sounding of horns has been eliminated because of safety improvements at at-grade crossings. The COUNCIL shall be responsible for coordinating diagnostic and other meetings, as required, with FRA, the City of Robbinsdale and PROJECT stakeholders and shall provide assistance, as requested, to the City of Robbinsdale in preparing the Quiet Zone application. If the FRA does not grant Quiet Zone status for those PROJECT areas within the City of Robbinsdale, FTA and the COUNCIL, with the assistance of MnDOT CRU, shall consult with MnHPO to develop alternative mitigation and means of resolving auditory effects on historic properties.
- B. Property Specific Noise Mitigation. With Quiet Zone implementation, three (3) properties within the Homewood Residential Historic District, Minneapolis, and two (2) properties within the West Broadway Avenue Residential Historic District, Robbinsdale, may still be adversely affected by moderate auditory impacts from PROJECT operation (Table 1).

Table 1. Historic Properties to Receive Interior Sound Testing

Inventory No.	Property Name	Address	City
HE-MPC-12101	Homewood Residential Historic District		
HE-MPC-10807	House	2916 Oak Park Ave.	Minneapolis
HE-MPC-10808	House	2924 Oak Park Ave.	Minneapolis
HE-MPC-7624	Henry Greenstein House	1015 Xerxes Ave. N.	Minneapolis
HE-RBC-158	West Broadway Avenue Residential Historic District		
HE-RBC-092	House	4345 West Broadway Ave.	Robbinsdale
HE-RBC-147	House	4351 West Broadway Ave.	Robbinsdale

- i. Interior Testing. The COUNCIL shall conduct on-site interior testing in the five (5) properties identified in Table 1 to determine whether they meet the interior noise level criteria (45 dBA Ldn). The interior testing shall be completed prior to the initiation of PROJECT construction and the results shall be provided to FTA and MnDOT CRU.

- ii. No Adverse Effect. If the interior testing required by Subparagraph B.i of this Stipulation determines that interior noise levels will not exceed the interior noise level criteria (45 dBA Ldn), FTA, with the assistance of MnDOT CRU, shall issue a finding of No Adverse Effect and notify MnHPO and the concurring parties to this AGREEMENT that the testing was completed, that a finding of No Adverse Effect has been made, and, therefore, no further Section 106 review is needed. MnHPO and the concurring parties shall have thirty (30) calendar days to provide comments on FTA’s findings of effect.

- iii. Adverse Effect. If the interior testing required by Subparagraph B.i of this Stipulation determines an exceedance of interior noise level criteria (45 dBA Ldn), FTA shall issue a notice to MnHPO, the owners of the properties, and the concurring parties to this AGREEMENT that the testing was completed and that the finding of Adverse Effect remains valid. FTA and the COUNCIL, with the assistance of MnDOT CRU, shall then consult with MnHPO and the owners of the properties to develop a Noise Mitigation Plan in accordance with the *SOI’s Standards for the Treatment of Historic Properties* (36 CFR § 68) that is appropriate to the properties and the nature and scale of the effect.
 - a. MnDOT CRU shall review the draft Noise Mitigation Plan for sufficiency and forward it with a recommendation to FTA for review. If FTA determines the draft plan is sufficient, it shall submit the plan to MnHPO and the owners of the historic properties. MnHPO and the owners of the historic properties shall have thirty (30) calendar days to provide comments on the draft plan.

 - b. A final Noise Mitigation Plan shall be prepared that incorporates feasible recommendations made by MnHPO and the owners of the historic properties on the draft plan. MnDOT CRU shall review the final plan for sufficiency and forward it with a recommendation to FTA for review. If FTA determines the plan is sufficient, FTA shall submit the plan to MnHPO for concurrence and to the owners of the historic properties

for their acceptance. MnHPO and the owners of the properties shall have thirty (30) calendar days to review and comment on the plan. If MnHPO does not concur, or if the owners of the properties do not accept the plan, FTA shall consult with MnHPO and the owners of the properties to resolve the disagreement in accordance with Stipulation XVIII of this AGREEMENT.

VI. NATIONAL REGISTER OF HISTORIC PLACES NOMINATIONS

A. The COUNCIL, with the assistance of MnDOT CRU, and in consultation with MnHPO, shall prepare NRHP nomination forms, in conformance with the guidelines of the National Park Service (NPS), for the following historic properties:

- Floyd B. Olson Memorial, and
- Wayman African Methodist Episcopal Church.

The nominations shall be prepared by a historian and/or architectural historian who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for history and architectural history, and who has successfully completed previous NRHP nominations for similar historic properties.

- i.** The COUNCIL, with the assistance of MnDOT CRU, shall prepare draft NRHP nomination forms and submit them to MnHPO for review. MnHPO shall have sixty (60) calendar days to provide comments on the initial draft of each nomination. All subsequent drafts of the NRHP nomination forms shall incorporate recommendations made by MnHPO. As needed, multiple drafts may be required and MnHPO shall have sixty (60) calendar days to provide comments on any subsequent drafts. This Stipulation shall be met upon issuance of a written determination by MnHPO that the draft NRHP nomination forms for each historic property meet the requirements for scheduling the nominations on a State Historic Preservation Review Board agenda. The COUNCIL shall receive written determination from MnHPO that both nomination forms meet the requirements for scheduling the nomination on a State Historic Preservation Review Board agenda no later than one (1) year from the date the PROJECT commences revenue service operations.
- ii.** Actual nomination of the Memorial and the Church to the NRHP will be at the discretion of MnHPO and shall follow the established procedures of the NPS (36 CFR § 60). In accordance with 36 CFR § 60.6(g), the property owners shall be given the opportunity to object to listing their property in the NRHP.

VII. INTERPRETATION OF HISTORIC PROPERTIES

A. Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway. The COUNCIL shall incorporate interpretation (per the NPS, “interpretation is a form of education that seeks to make connections between historic places and history, between the lives we lead today and the lives that once filled these spaces” with the ultimate goal being “to

encourage an appreciation of the importance of historic places and a commitment to preserving them for future generations”¹ of the Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway into the design of the PROJECT segment that will utilize the Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District. The interpretation shall be based on the results of the Phase II evaluation completed for the historic property during the identification stage of the PROJECT and additional research that shall be completed to inform the content of the interpretation. Interpretation shall be incorporated into the design all five (5) of the PROJECT stations that will be located within the historic district corridor: Plymouth Avenue, Golden Valley Road, Robbinsdale, Bass Lake Road, and 63rd Avenue; and into the PROJECT related trail improvements along the historic district corridor.

- B.** Grand Rounds Historic District: Theodore Wirth Segment. The COUNCIL shall incorporate interpretation of the GRHD: Theodore Wirth Segment into the design of the PROJECT’s Plymouth Avenue and Golden Valley Road stations (station platforms and vertical circulation towers), and at the trailhead for the Golden Valley Road Station that is required by Stipulation X.A.ii of this AGREEMENT. The interpretation shall be based on the results of the draft NRHP nomination for the GRHD, the cultural landscape study completed by the PROJECT for Theodore Wirth Park (see Stipulation X.B), the MPRB’s 2015 master plan for Theodore Wirth Park, and additional research that shall be completed to inform the content of the interpretation.
- C.** Interpretative Plan. The COUNCIL, with the assistance of MnDOT CRU, shall develop a plan for the interpretation stipulated in this section in conformance with the *Standards and Practices for Interpretive Planning from the National Association for Interpretation (NAI)* and *Creating Outdoor Trail Signage* technical leaflets.² The team preparing the interpretative plan shall include a qualified historian who meets the *SOI’s Professional Qualifications Standards* (36 CFR § 61) for history, and an interpretative planner certified by the National Association for Interpretation (NAI) as a Certified Interpretive Planner.
- i.** A draft interpretative plan shall be prepared that includes themes and locations for the interpretation, schematic plans, and draft text and graphics for the interpretation. MnDOT CRU shall review the draft interpretive plan for sufficiency and forward it with a recommendation to FTA for review. If FTA determines the draft plan is sufficient, it shall submit the plan to MnHPO and the concurring parties. MnHPO and the concurring parties shall have thirty (30) calendar days to provide comments on the draft plan.

¹ Thomson, Ronald Bruce, and Marilyn Harper

2000. *Telling the Stories: Planning Effective Interpretive Programs for Properties Listed in the National Register of Historic Places*. [Washington, D.C.]: U.S. Dept. of the Interior, National Park Service, National Register, History and Education.

² Miller, Ellen, and Aaron Novodorsky

2008 *Creating Outdoor Trail Signage, Part 1: Planning and Design Minnesota History Interpreter*, 2008 (May-June), 3-6.

2008 *Tech Talk: Creating Outdoor Trail Signage, Part 2: Fabrication and Installation Minnesota History Interpreter*, 2008 (Summer), 3-6.

- a. During the development of the draft interpretative plan, the COUNCIL, with the assistance of MnDOT CRU, shall consult with MnHPO and the concurring parties to gain input on the type, amount, and exact locations of the interpretation required by Subparagraphs A and B of this Stipulation.
- ii. A final interpretative plan shall be prepared that includes the final content and design of interpretation. As feasible, the final plan shall incorporate any recommendations made by MnHPO and the concurring parties on the draft plan. MnDOT CRU shall review the final interpretive plan for sufficiency and forward it with a recommendation to FTA for review. If FTA determines the final plan is sufficient, FTA shall submit the plan to MnHPO for concurrence. MnHPO shall have thirty (30) calendar days to review and concur with the final plan. If MnHPO does not concur, it shall provide comments to FTA on the grounds for its disagreement with the plan. Upon receiving such comments, FTA shall consult with MnHPO to resolve the disagreement in accordance with Stipulation XVIII of this AGREEMENT.
- iii. The final interpretive plan shall be incorporated into the PROJECT's 100% Plans.
- iv. Before the PROJECT commences revenue service operations, the content of the interpretation shall be developed into a webpage and placed on the MnDOT CRU website, and also provided to MnHPO to place on the MnHPO or Minnesota Historical Society (MNHS) website in order to make it accessible to the general public.

VIII. FLOYD B. OLSON MEMORIAL

- A. Historic Property Treatment Plan. The COUNCIL, with the assistance of MnDOT CRU, and in consultation with MnHPO, MnDOT Office of Land Management (OLM), and MnDOT Metro District, shall prepare a Historic Property Treatment Plan for the Floyd B. Olson Memorial. The plan shall be prepared in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68); the *SOI's Standards for Preservation Planning*; the NPS's *Guidelines for the Treatment of Cultural Landscapes*, Preservation Briefs and Tech Notes; and NRHP guidance for moved properties. The plan shall be prepared by a historian and/or architectural historian who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for history and architectural history; a landscape architect who has a combination of education and experience in landscape architecture equivalent to the *SOI's Professional Qualifications Standards* (36 CFR § 61) for historic architect; and a conservator with experience in conserving bronze sculpture who has a combination of education and experience to meet the requirements for a Professional Associate or Fellow of the American Institute for Conservation of Historic & Artistic Works. All persons working on the plan shall have successfully completed previous treatment plans for similar historic properties.
 - i. The Historic Property Treatment Plan shall include recommendations on the following items:
 - a. Location. Since the Memorial has been moved once and is located in an area identified for redevelopment, the plan shall present recommendations on the most appropriate

locations for the Memorial, including consideration of remaining in its current location (see **Attachment A**). While the Memorial must remain proximate to Olson Memorial Highway (TH 55) and Floyd B. Olson's boyhood home in order to maintain its integrity of setting, feeling and association, the plan shall explore if it could be relocated to allow for partial or full redevelopment of the current site while improving the Memorial's setting and association with TH 55. Research shall be completed as part of the development of the plan to determine either the artist's and/or the community's intent in the Memorial's original location, as well as its present location. All recommendations regarding the potential location of the Memorial shall be limited to those that maintain its eligibility for the NRHP. The Memorial is designated as a State Monument under Minnesota Statue 138.585, but this title does not afford any protections or limitations to the property. It was already designated a State Monument when it was first moved.

- b.** Orientation. When the Memorial was moved in 1984, its orientation was switched from facing east to facing north. Research shall be completed as part of the development of the plan to determine either the artist's and/or the community's intent having the Memorial originally facing east. The plan shall present a recommendation on its future orientation based on this research and any proposed location as per Subparagraph A.i.a of this Stipulation.
- c.** Appropriate Setting. The plan shall present recommendations on the appropriate setting (i.e., proximity to TH 55, site size, site design, landscaping, etc.) for the Memorial based on the design of the original site located in the median of TH 55, the current design, and opportunities or restrictions based on location options.
- d.** Design Parameters. The plan shall improve and enhance the setting of the existing site. Items that shall be considered include: 1) designing an appropriate site plan to improve and enhance the setting of the Memorial in its present location and 2) designing an appropriate site plan(s) that includes relocating and/or reorienting the Memorial on its present site to improve and enhance the setting of the Memorial and strengthen its association with TH 55.

All design parameters shall comply with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68) and the NPS's *Guidelines for the Treatment of Cultural Landscapes*, and shall include recommendations on the size of site, site dimensions, design of the site, including landscaping and site features and furnishing, materials, and plantings. All recommendations shall include retaining the base, pedestal, and benches historically associated with the Memorial.

- ii.** During the development of the draft and final plan, the COUNCIL, with the assistance of MnDOT CRU, shall consult with MnHPO, MnDOT OLM, and MnDOT Metro District, as appropriate, to gain input to inform the development of the plan.

iii. Review of Historic Property Treatment Plan

- a.** MnDOT CRU shall review the draft Historic Property Treatment Plan for sufficiency and forward it to FTA for review, with a recommendation on the approach that best meets the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68), the NPS's *Guidelines for the Treatment of Cultural Landscapes*, and NRHP guidance for moved properties. If FTA determines the draft plan is sufficient, it shall submit the plan to MnHPO, MnDOT OLM, MnDOT Metro District, and the concurring parties. MnHPO, MnDOT OLM, MnDOT Metro District, and concurring parties shall have thirty (30) calendar days to provide comments on the draft plan.
 - b.** As feasible, the final Historic Property Treatment Plan shall incorporate any recommendations made by MnHPO, MnDOT OLM, and MnDOT Metro District on the draft plan. MnDOT CRU shall review the final plan for sufficiency and forward it to FTA for review, with a recommendation on the approach that best meets the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68), the NPS's *Guidelines for the Treatment of Cultural Landscapes*, and NRHP guidance for moved properties. If FTA determines the plan is sufficient, FTA shall submit the plan to MnHPO for concurrence and to MnDOT OLM and MnDOT Metro District for acceptance. MnHPO, MnDOT OLM, and MnDOT Metro District shall have thirty (30) calendar days to review and comment on the plan. During this period, FTA, with the assistance of MnDOT CRU, shall consult with MnHPO, MnDOT OLM, and MnDOT Metro District to select an alternative to be implemented in accordance with Subparagraph B of this Stipulation. If MnHPO does not concur with the final plan, or if MnHPO, MnDOT OLM and MnDOT Metro District do not agree on the alternative to be implemented in accordance with Subparagraph B of this Stipulation, FTA shall consult with MnHPO, MnDOT OLM, and MnDOT Metro District to resolve the disagreement in accordance with Stipulation XVIII of this AGREEMENT.
- B.** Site Improvements. Based on the conclusions in the treatment plan required by Subparagraph A of this Stipulation, the COUNCIL, with the assistance of MnDOT CRU, shall design and construct the selected alternative as per Subparagraph A.iii.b of this Stipulation. The site improvements shall be designed in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68) and the NPS's *Guidelines for the Treatment of Cultural Landscapes*, Preservation Briefs and Tech Notes. The design for the improvements shall be reviewed in accordance with Stipulation III of this AGREEMENT. Construction of the site improvements shall be completed no later than one (1) year from the date the PROJECT commences revenue service operations.

IX. OSSEO BRANCH OF THE ST. PAUL, MINNEAPOLIS & MANITOBA RAILROAD / GREAT NORTHERN RAILWAY HISTORIC DISTRICT

- A.** Phase II Intensive Level Inventory and Evaluation of Historic Railroad Line(s) in Minnesota. The COUNCIL, with the assistance of MnDOT CRU, and in consultation with MnHPO, shall conduct

a Phase II, intensive level architecture/history survey of historic railroad line(s) in Minnesota. Either one (1) mainline across the entire State of Minnesota, or up to a total of five (5) shorter mainlines and/or branch lines shall be evaluated. Associated properties types, as identified in the NRHP Multiple Property Documentation Form *Railroads in Minnesota, 1862-1956*, shall also be documented.

- i. FTA, with the assistance of MnDOT CRU, shall consult with MnHPO to identify the railroad line(s) to be inventoried and evaluated, and to develop a scope for the survey. As feasible, preference shall be given to railroad lines owned and/or operated by the Great Northern Railway and its predecessor lines.
- ii. The survey shall be completed in accordance with Stipulations I.B and XV of this AGREEMENT and shall be conducted by a historian who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for history and architectural history, and who has successfully completed previous intensive level surveys of railroads.
 - a. MnDOT CRU shall review the inventory form(s) for sufficiency. Once MnDOT CRU determines the inventory form(s) is sufficient, MnDOT CRU shall submit the inventory form(s) to FTA with a recommendation on the property's eligibility for the NRHP. If FTA determines the inventory form(s) is sufficient, FTA shall issue its determination of eligibility and submit the form to MnHPO for concurrence. MnHPO shall have thirty (30) calendar days to review and concur with the evaluation(s). If MnHPO does not concur, it shall provide comments to FTA on the grounds for its disagreement with the inventory forms. Upon receiving such comments, FTA shall consult with MnHPO to resolve the disagreement in accordance with Stipulation XVIII of this AGREEMENT. The final inventory forms shall be completed and receive MnHPO concurrence no later than one (1) year from the date the PROJECT commences revenue service operations.

X. GRAND ROUNDS HISTORIC DISTRICT

- A. Design Development of PROJECT Elements Within, and in the vicinity of, the GRHD. As described in Stipulation II.A of this AGREEMENT the COUNCIL shall design all PROJECT elements within, and in the vicinity of, the GRHD: Theodore Wirth Segment in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68). In addition, PROJECT elements within, and in the vicinity of, the GRHD: Theodore Wirth Segment shall also be designed in accordance with the NPS's *Guidelines for the Treatment of Cultural Landscapes*. As part of the PROJECT design development careful consideration shall be given to designing PROJECT infrastructure, as well as alterations to the landscape, to screen and minimize views of PROJECT infrastructure, including visual prominence, from views within, and of, the historic district during all seasons as well as during daytime and nighttime conditions.
 - i. Vegetation. As part of PROJECT design development, careful consideration shall be given to designing PROEJCT infrastructure, as well as alterations to the landscape, to 1) minimize the net loss of existing vegetation and 2) design new landscaping to screen and minimize the

COUNCIL shall obtain MnHPO concurrence on the final scope prior to preparing the plan.

- ii. Treatment Plans/Standards/Guidelines (Treatments Plan). Treatments shall be prepared to guide preservation activities for up to twelve (12) different historic features, or feature types within the planning area. Features may include, but are not limited to, retaining walls, shorelines (land-water interfaces), lighting, signage, circulation dividers, circulation systems (e.g. parkway paving), bridges, monuments, and site furnishings. The team preparing the plan shall include an architect who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for historic architect, a landscape architect who has education and experience in landscape architecture comparable to the requirements the *SOI's Professional Qualifications Standards* (36 CFR § 61) require for a historic architect, and a civil engineer with at least five years of experience working with historic structures.
 - a. A scope shall be prepared that identifies the features/feature types for which treatments will be prepared, the type and level of documentation to be prepared for each feature, and a process for implementing and approving the plan. The COUNCIL shall obtain MnHPO concurrence on the final scope prior to preparing the plan.
- iii. Review of Plans. The COUNCIL shall submit the plans to MnHPO and MPRB for review in accordance with the processes defined in the final scope for each plan. The COUNCIL shall obtain MnHPO concurrence on the final plans no later than one (1) year from the date the PROJECT commences revenue service operations. The COUNCIL shall also seek MPRB Board of Commissioners approval of the final plans; however, MPRB Board of Commissioners approval of the plans shall not be required for fulfillment of this Stipulation. If the COUNCIL, MnHPO, and MPRB cannot agree on scopes for the plans, or if MnHPO does not concur with the final plans, the COUNCIL shall notify FTA and FTA shall consult with MnHPO and MPRB as per the terms of Stipulation XVIII of this AGREEMENT.

XI. HOMEWOOD RESIDENTIAL HISTORIC DISTRICT

- A. Additional Design Consultation. FTA, the COUNCIL, and MnDOT CRU, understanding the need for PROJECT design in this area to be in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68)(see Stipulation II.B of this AGREEMENT), shall hold a public meeting with property owners and residents of the Homewood Residential Historic District prior to the completion of the 60% Plans. The purpose of this meeting shall be to gain input to inform the design of PROJECT elements within and in the immediate vicinity (within 500 feet) of the historic district. FTA, the COUNCIL, and MnDOT CRU shall consider the public input from this meeting and will incorporate design changes as a result of this input where feasible.

XII. WEST BROADWAY AVENUE RESIDENTIAL HISTORIC DISTRICT

- A. Additional Design Consultation. FTA, the COUNCIL, and MnDOT CRU, understanding the need for PROJECT design in this area to be in accordance with the *SOI's Standards for the Treatment*

of Historic Properties (36 CFR § 68)(see Stipulation II.B of this AGREEMENT), shall hold a public meeting with property owners and residents of the West Broadway Avenue Residential Historic District prior to the completion of the 60% Plans. The purpose of this meeting shall be to gain input to inform the design of PROJECT elements within and in the immediate vicinity (within 500 feet) of the historic district. FTA, the COUNCIL, and MnDOT CRU shall consider the public input from this meeting and will incorporate design changes as a result of this input where feasible.

XIII. REVIEW PROCESS DURING CONSTRUCTION

This Stipulation covers the discoveries of additional historic properties, PROJECT modifications, and changes of effect to known historic properties identified during PROJECT construction and not specifically addressed by other stipulations of this AGREEMENT.

- A.** Prior to initiating PROJECT construction, the COUNCIL shall prepare as part of the CPP required by Stipulations IV of this AGREEMENT a plan for the unexpected discovery of archaeological resources.

- B.** PROJECT Modifications. If, after the completion of 100% Plans, the COUNCIL makes modifications to the PROJECT design during construction, MnDOT CRU shall review the modifications to determine if there are any substantive changes in the PROJECT's design that that would result in new and/or additional adverse effects on historic properties, or a revision in the PROJECT's APE, and make a recommendation to FTA. If FTA determines there are substantive changes that would result in a new, and/or additional adverse effect, and/or require a revision to the PROJECT's APE, FTA shall consult with MnHPO and the concurring parties in accordance with Stipulations I, XIV, and XVIII of this AGREEMENT, as appropriate.

- C.** Historic Properties Discovered or Unexpectedly Affected as a Result of PROJECT Construction. If previously unidentified historic properties, including human remains, are discovered unexpectedly during construction of the PROJECT, or previously known historic properties are affected in an unanticipated adverse manner, all ground-disturbing activities shall cease in the area of the property, as well as within one hundred (100) feet of it, to avoid and/or minimize harm to the property. The contractor shall immediately notify the COUNCIL of the discovery and implement interim measures in accordance with the unexpected discoveries plan required by Subparagraph A of this Stipulation and Stipulation IV.C of this AGREEMENT to protect the discovery from damage, looting, and vandalism. Measures shall include, but not be limited to, protective fencing and covering of the discovery with appropriate materials. The COUNCIL shall inform MnDOT CRU and concurring parties with jurisdiction over, or a demonstrated interest in, the property. If reasonably convenient and appropriate, the contractor, the COUNCIL, MnDOT CRU, and any concurring parties with jurisdiction over, or a demonstrated interest in the property, will confer at the site in a timely manner to assess the property, determine the likely PROJECT impacts to the property, and to determine the most appropriate avoidance measures for the property. Any artifacts found as part of an unexpected discovery during construction that are part of sites determined not eligible for the NRHP in accordance with Stipulation I of this

AGREEMENT, and for which the property owner has released ownership of the artifacts, will be offered to local historical societies for their collections if desired.

i. Non-Human Remains

- a.** The COUNCIL, with the assistance of MnDOT CRU, shall contract with a qualified archaeologist, historian and/or architectural historian, as appropriate, who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for their respective field to record, document, and provide a recommendation on the NRHP eligibility of the discovery to FTA within seventy-two (72) hours of receipt of notification. FTA shall inform MnHPO, any Indian tribes that may attach religious and cultural significance to the property, and concurring parties with jurisdiction over, or a demonstrated interest in the property, of the discovery.

ii. Human Remains

- a.** Since there are no federal lands within the construction limits for the PROJECT, if any human remains are encountered, the PROJECT shall follow the treatment of human remains as per Minnesota Statute 307.08. The COUNCIL shall immediately notify local law enforcement and the Office of the State Archaeologist (OSA). The COUNCIL shall also immediately notify FTA, MnHPO, MnDOT CRU, concurring parties and appropriate Tribes within twenty-four (24) hours via email, fax, or telephone. The OSA shall coordinate with the Minnesota Indian Affairs Council (MIAC) if the remains are thought to be Native American, in accordance with Minnesota Statute (M.S.) 307.08. OSA shall have the final authority in determining if the remains are human. The COUNCIL, with the assistance of MnDOT CRU, shall also contract with a qualified archaeologist to provide a recommendation on the NRHP eligibility of the discovery, including the human remains, to FTA within seventy-two (72) hours of receipt of notification. FTA shall inform MnHPO and any Indian tribes that may attach religious and cultural significance to the property, of the discovery.
- b.** If it is determined that the identified bones are human remains covered under M.S. 307.08, the OSA shall have jurisdiction to ensure that the appropriate procedures in accordance with Minnesota statutes are fulfilled. OSA is the lead state agency for authentication of burial sites on non-federal lands as per M.S. 307.08. The COUNCIL, with the assistance of MnDOT CRU, shall work with OSA, MnHPO, the Tribes, MIAC, and other parties to develop and implement a reburial plan, if that is the preferred approach by the parties. Avoidance and preservation in place is the preferred option for the treatment of human remains. If FTA also determines that the burial site is eligible for the NRHP, FTA and MnHPO shall work with OSA and MIAC on determining appropriate treatment and mitigation.

- D.** If a historic property is identified during PROJECT construction, FTA shall issue a determination of eligibility for the property within ten (10) calendar days following notification from the

COUNCIL and submittal of recommendations from the COUNCIL's consultant provided in accordance with Subparagraphs A and C of this Stipulation. MnHPO shall have ten (10) calendar days to provide concurrence or comments on the eligibility determination. Alternately, FTA may assume the newly discovered property is eligible for the NRHP for the purposes of 54 U.S.C. § 306108 pursuant to 36 CFR § 800.13(c).

- i. If FTA determines that the site does not meet NRHP criteria and is not a historic property, and the MnHPO concurs, FTA shall have no further obligations in regards to the property, and construction activities can resume upon receipt of MnHPO written concurrence.
 - ii. For all properties determined eligible for the NRHP, FTA shall make a finding of effect.
 - a. If the finding is no adverse effect and MnHPO concurs, construction activities can resume, pending implementation of any conditions on which the finding is based, if any.
 - b. If FTA finds that the historic property will be adversely affected and MnHPO concurs, FTA, with the assistance of MnDOT CRU, shall issue new findings of effect for the new adverse effect. MnHPO and the consulting parties shall have ten (10) calendar days to provide comments on FTA's finding. FTA shall consult with MnHPO and other concurring parties to this AGREEMENT to develop a mitigation plan appropriate to the historic property and the nature and scale of the effect. If the mitigation is data recovery, construction activities may not resume until after the completion of the fieldwork for the data recovery.
- E. The COUNCIL shall include provisions in its construction contracts to ensure that Subparagraphs A through D of this Stipulation, are carried out by the construction contractor(s).

XIV. RESOLUTION OF ADDITIONAL ADVERSE EFFECTS

- A. In any instance where the final design of PROJECT components within or in the vicinity of historic properties identified in **Attachment B** of this AGREEMENT or newly identified historic properties as identified under Stipulation I do not meet the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68), or if, in consultation with MnHPO, FTA determines that it is not practical to avoid an adverse effect(s) on a historic property, FTA and the COUNCIL, with the assistance of MnDOT CRU, shall issue a findings of effect for the new adverse effect as per CFR § 800.5, and shall consult with MnHPO and the concurring parties to this AGREEMENT to develop a mitigation plan appropriate to the historic property and the nature and scale of the effect. The mitigation plan shall include a section describing public notification/participation to be completed under the plan as per 36 CFR § 800.6(a)(4) that is appropriate to the nature and scale of the adverse effect. In addition, this AGREEMENT shall be amended to document the agreed-upon mitigation.
- B. The COUNCIL shall notify concurring parties to this AGREEMENT when a mitigation plan will be prepared pursuant to this Stipulation. The mitigation plan shall be developed within sixty (60)

calendar days of such notification. If more time is required to develop the mitigation plan, the COUNCIL shall notify MnHPO and the concurring parties to this AGREEMENT regarding the reason for the delay and the anticipated timeframe for mitigation plan distribution. FTA shall provide a copy of the draft mitigation plan to MnHPO and the concurring parties. MnHPO and the concurring parties shall have thirty (30) calendar days to provide comments on the draft mitigation plan.

- C. FTA and the COUNCIL shall take into account any timely comments of the MnHPO and concurring parties in the development of final mitigation plans. A mitigation plan shall be final upon acceptance by FTA and MnHPO. Concurring parties shall receive copies of all final mitigation plans and may also be invited to concur in mitigation plans.

XV. STANDARDS

- A. All work carried out pursuant to this AGREEMENT shall meet the *SOI's Standards for Archaeology and Historic Preservation* (48 FR 44716). In instances where it is not feasible to reach a PROJECT design that meets these standards, mitigation measures shall be developed and implemented pursuant to Stipulation XIV of this AGREEMENT.
- B. FTA shall ensure that all activities carried out pursuant to this AGREEMENT shall be done by, or under the direct supervision of, historic preservation professionals who meet the *SOI's Professional Qualifications Standards* (36 CFR § 61) in the appropriate field. The professionally qualified staff in MnDOT CRU shall help FTA and the COUNCIL with oversight of the work. FTA and the COUNCIL shall ensure that consultants it retains for services pursuant to implementation of this AGREEMENT meet these standards.

XVI. MONITORING AND REPORTING

- A. Every three (3) months following the execution of this AGREEMENT until it expires or is terminated, the COUNCIL, with the assistance of MnDOT CRU, shall provide all signatories and concurring parties to this AGREEMENT a summary report detailing work undertaken pursuant to its terms. Each report shall include an itemized listing of all actions required to be taken to implement the terms of the AGREEMENT, identify what actions the COUNCIL has taken during the reporting period to implement those actions, identify any problems or unexpected issues encountered during that time, any scheduling changes proposed, any disputes and objections submitted or resolved in FTA's efforts to carry out the terms of this AGREEMENT, and any changes recommended in implementation of the AGREEMENT. Each report shall also include a timetable of activities proposed for implementation within the following reporting period.
- B. Signatories and concurring parties to this AGREEMENT shall review the quarterly reports and provide any comments to FTA and the COUNCIL within thirty (30) calendar days of receipt of the report.

- C. The COUNCIL shall notify the public via the PROJECT website about the publication of the quarterly reports and that the reports are available for inspection and review upon request.
- D. The COUNCIL shall share any comments received from concurring parties and the public with the signatories and concurring parties to this AGREEMENT.
- E. At its own discretion, or at the request of any signatory to this AGREEMENT, FTA shall convene a meeting to facilitate review and comment on the reports, and to resolve any questions about its content and/or to resolve objections or concerns.

XVII. COORDINATION WITH OTHER FEDERAL REVIEWS

- A. In the event any other federal agency provides funding, permits, licenses, or other assistance to the COUNCIL for the PROJECT as it was planned at the time of the execution of this AGREEMENT, such funding or approving agency may comply with Section 106 by agreeing in writing to the terms of this AGREEMENT and so notifying and concurring with FTA. FTA shall provide copies of all requests of this type to MnHPO.

XVIII. DISPUTE RESOLUTION

- A. Should any party to this AGREEMENT object at any time to any actions proposed or the manner in which the terms of the AGREEMENT are implemented, FTA shall consult with the objecting party (or parties) to resolve the objection and will request ACHP involvement. If ACHP is not able to resolve the objection(s), FTA shall follow 36 CFR § 800.7. All other actions subject to the terms of this AGREEMENT that are not subjects of the dispute remain unchanged pending resolution.
- B. If FTA determines that such objection cannot be resolved, FTA will forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP in accordance with 36 CFR § 800.7(a). The ACHP will provide FTA with its advice on the resolution of the objection within forty-five (45) calendar days of receiving adequate documentation per 36 CFR § 800.7(c)(2). Prior to reaching a final decision on the dispute, FTA will prepare a written response that takes into account any timely advice or comment regarding the dispute from the ACHP, signatories, invited signatories and concurring parties, and provide the parties with a copy of the written response per 36 CFR § 800.7(c)(4). FTA will then proceed according to its final decision.

XIX. DURATION, AMENDMENTS, AND TERMINATION

- A. This AGREEMENT will remain in effect from the date of execution for a period not to exceed ten (10) years. If FTA anticipates that the terms of the AGREEMENT will not be completed within this timeframe, it shall notify the signatories, invited signatories, and concurring parties in writing at least thirty (30) calendar days prior to the AGREEMENT'S expiration date. The AGREEMENT may be extended by the written concurrence of the signatories and invited

signatories. If the AGREEMENT expires and FTA elects to continue with the undertaking, FTA will reinstate review of the undertaking in accordance with 36 CFR § 800.

- B.** If any signatory or invited signatory to the AGREEMENT determines that the terms of the AGREEMENT cannot be fulfilled, or that an amendment to the terms of the AGREEMENT must be made, the signatories or invited signatories will consult to seek an amendment to its terms using the same consultation process as that exercised in creating the original AGREEMENT. FTA shall file any amendments with the ACHP upon execution as per 36 CFR § 800.6(c)(7).
- C.** Any signatory or invited signatory to this AGREEMENT may terminate the AGREEMENT by providing thirty (30) calendar days written notice to the other signatories and invited signatories, provided the signatories or invited signatories consult during the period prior to termination in an attempt to agree on amendments or other actions that would avoid termination. If the AGREEMENT is terminated and FTA elects to continue with the undertaking, FTA will reinstate review of the undertaking in accordance with 36 CFR § 800.

XX. IMPLEMENTATION

- A.** This AGREEMENT may be implemented in counterparts, with a separate page for each signatory or party. This AGREEMENT shall become effective on the date of the final signature by the signatories and invited signatories. The refusal of any party invited to concur in the AGREEMENT does not invalidate the AGREEMENT. FTA shall ensure each party is provided with a complete copy and that the final AGREEMENT, updates to appendices, and any amendments filed with the ACHP.
- B.** Execution of this AGREEMENT by FTA and MnHPO and implementation of its terms is evidence that FTA has taken into account the effects of its undertaking on historic properties and has afforded the ACHP opportunity to comment pursuant to Section 106 of the National Historic Preservation Act.

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL TRANSIT ADMINISTRATION
AND
THE MINNESOTA HISTORIC PRESERVATION OFFICE
REGARDING
THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

SIGNATORY

FEDERAL TRANSIT ADMINISTRATION

By: 
Marisol Simón, Region V Administrator

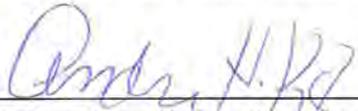
Date: 8/15/2016

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL TRANSIT ADMINISTRATION
AND
THE MINNESOTA HISTORIC PRESERVATION OFFICE
REGARDING
THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

SIGNATORY

MINNESOTA HISTORIC PRESERVATION OFFICE

By: 
Andrea Kajer, Deputy State Historic Preservation Officer

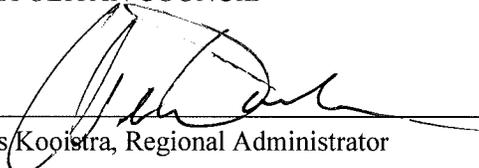
Date: 8-23-16

SIGNATURE PAGE

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THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

INVITED SIGNATORY

METROPOLITAN COUNCIL

By:  _____
Wes Kooistra, Regional Administrator

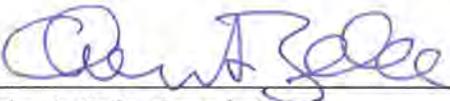
Date: 8/25/2016

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

INVITED SIGNATORY

MINNESOTA DEPARTMENT OF TRANSPORTATION

By: 
Charles A. Zelle, Commissioner

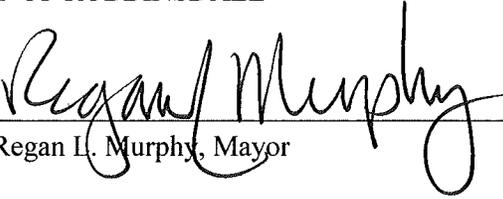
Date: 8-17-16

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HENNEPIN COUNTY, MINNESOTA**

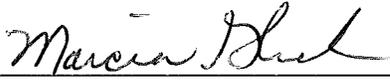
INVITED SIGNATORY

CITY OF ROBBINSDALE

By: 
Regan L. Murphy, Mayor

Date: 8-16-16

And

By: 
Marcia Glick, City Manager

Date: 8-16-16

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
BETWEEN
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THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

HENNEPIN COUNTY

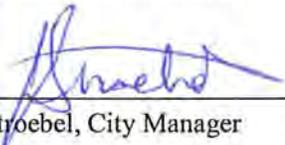
By:  _____ Date: 8/18/16
Kevin Dockry, Director, Community Works and HCRRA, Hennepin County Public Works

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF BROOKLYN PARK

By:  _____
Jay Stroebel, City Manager

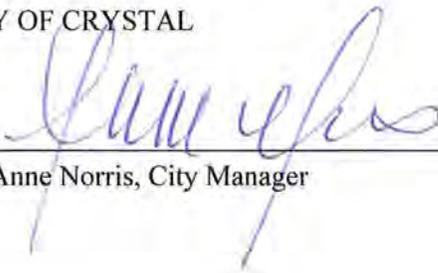
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THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF CRYSTAL

By:  _____
Anne Norris, City Manager

Date: 8-16-16

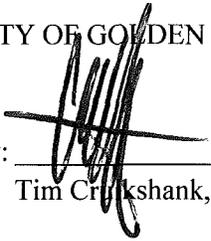
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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF GOLDEN VALLEY

By: _____


Tim Crankshank, City Manager

Date: _____

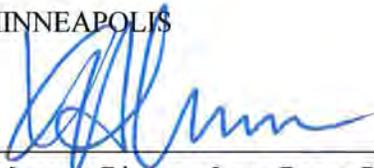


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THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF MINNEAPOLIS

By: 
Kjersti Monson, Director, Long Range Planning

Date: 8/17/16

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL TRANSIT ADMINISTRATION
AND
THE MINNESOTA HISTORIC PRESERVATION OFFICE
REGARDING
THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

MINNEAPOLIS HERITAGE PRESERVATION COMMISSION

By: 

Laura Faucher, Chair

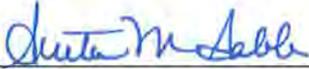
Date: 8/23/16

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BETWEEN
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THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

MINNEAPOLIS PARK AND RECREATION BOARD

By: 
Anita Tabb, President

Date: 12/7/2016

And

By: 
Jennifer Ringold, Secretary to the Board of Commissioners

Date: 12/7/16

ATTACHMENT A

Area of Potential Effect

Area of Potential Effect

FTA and MnDOT CRU, in consultation with MnHPO, have defined two Areas of Potential Effect (APEs) for the PROJECT, one for archaeological resources and one for architecture/history properties, that account for potential effects on historic properties from the construction and operation of the PROJECT (Figures 1-10), and MnHPO has concurred.¹

A. The APE for architecture/history resources includes:

- Alignment: all areas within 500 feet on either side of the alignment;
- Stations and the Operations and Maintenance Facility (OMF): all areas within a 0.25 mile radius from the center point of proposed stations and the OMF;
- New structures (new or replacement bridges, pedestrian bridges, etc.): all areas within a 0.25 mile radius from the structure (assumes the potential for pile driving);
- Modifications to existing structures (widening/reconstruction of existing structures): all areas within a 0.25 mile radius from the structure (assumes the potential for pile driving); and
- Pier modifications on existing structures (moving piers to allow the LRT to go under): all areas within a 500 feet radius from the structure (assumes using drilling and no pile driving).

B. The APE for archaeological resources includes all areas of proposed construction activities or other potential ground disturbing activities associated with construction.² Based on the current understanding of the proposed project, the archaeological APE generally includes:

- Alignment: the existing railroad right-of-way for portions of the PROJECT in an existing railroad corridor and the potential area of disturbance for other areas;

¹ Letter from MnHPO to MnDOT CRU dated October 26, 2011. The APE that MnHPO concurred with included the entirety of the Locally Preferred Alternative (LPA), as well as various alternative alignments that were under consideration at the time the APE was established. These alternative alignments were considered during the development of the Draft EIS, but were not selected as part of the LPA and have been dropped from further consideration. Therefore, they are not depicted in Figures 1-10.

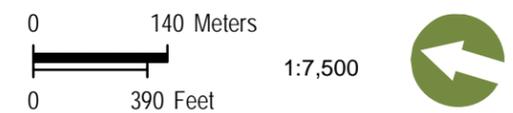
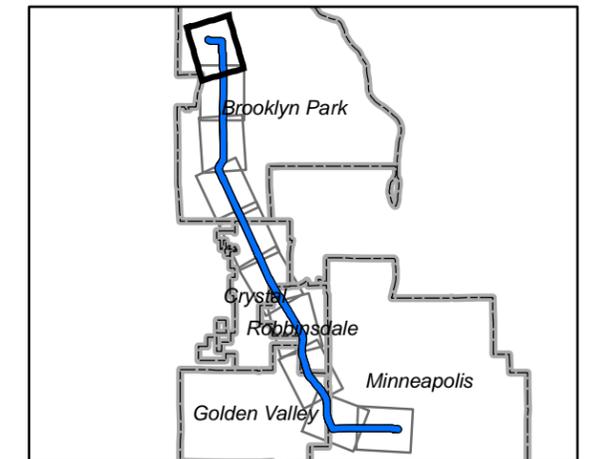
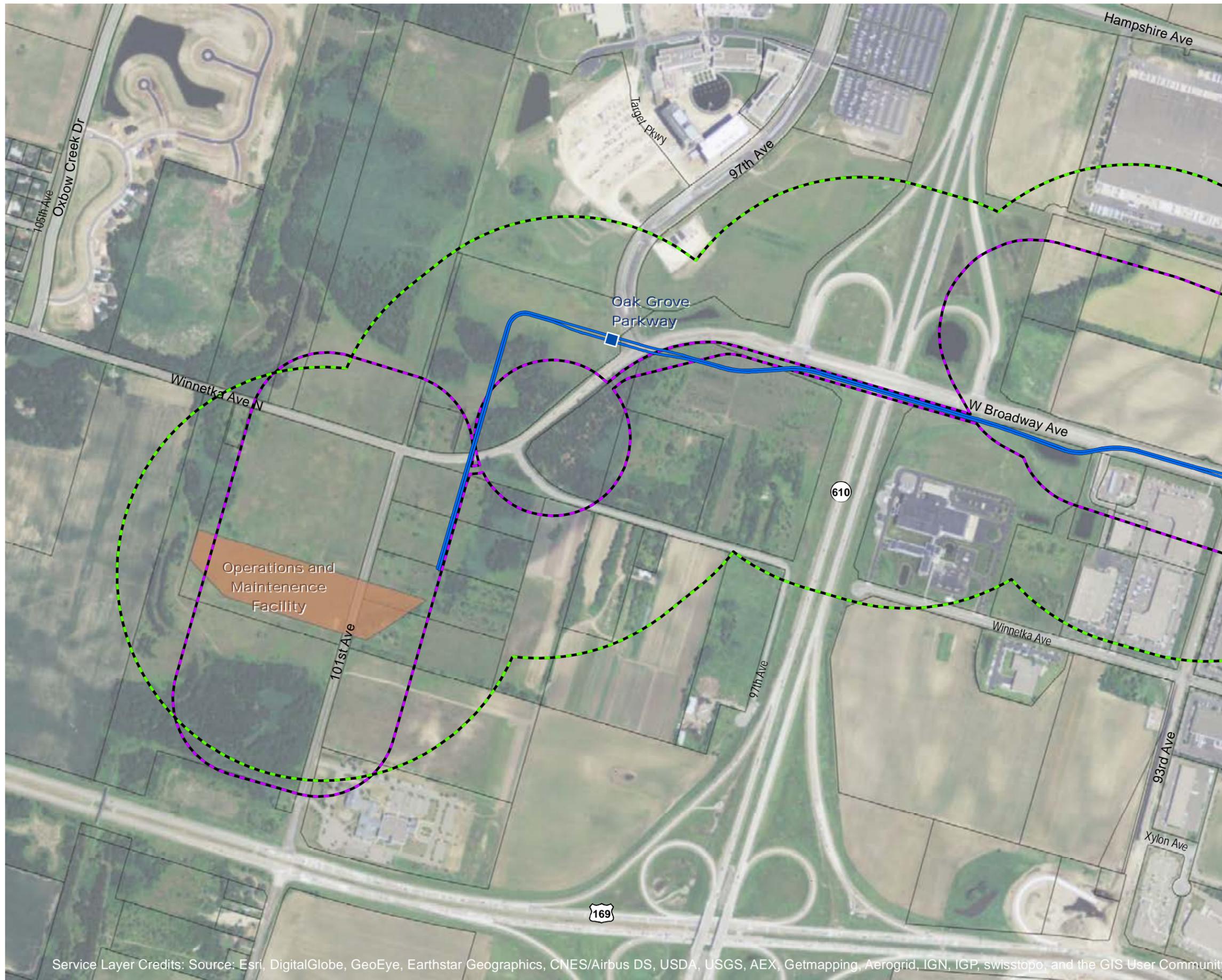
² Figures 1-10 depict the location of the LPA and the corresponding archaeological APE. As the Project design has advanced since the archaeological APE was established, there have been several slight revisions to the Project design, but not to the Project scope. As a result, as is depicted in Figures 1-10, there are several small portions of the LPA that are now located outside the existing archaeological APE. However, the Phase IA archaeological investigation conducted for the Project studied an area extending 0.25 miles beyond the archaeological APE, so the portions of the current LPA that are located outside the archaeological APE have been studied. No historic properties were identified and these areas were found to have low potential for archaeological resources to exist. The portion of the LPA outside the APE, from and including the 93rd Avenue station and its park-and-ride facility to the OMF site (see Figure 1), also were previously surveyed at a Phase I level for another project and no historic properties were identified (see Woodward-Clyde, 1994). MnDOT CRU also examined the portions of the LPA outside the present APE again on January 12, 2016 through the use of its Minnesota Model (MnModel) and confirmed these areas have low archaeological site potential. Based on the previous archaeological assessments completed for the Project, the 1994 survey by Woodward-Clyde, and MnModel data, FTA has determined there is low potential for archaeological resources to exist, but will incorporate measures covering unanticipated discoveries during construction in its Section 106 MOA for the Project.

- Stations: all areas within a 500 feet radius from the center point of the currently proposed station platforms to account for potential direct impacts from construction or development activities; and
- Park-and-ride facilities and the OMF: all areas within 500 feet from the potential area of disturbance.

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Blue Line Extension LRT
FEIS
Hennepin County, Minnesota

-  Archaeology Area of Potential Effect
-  Architecture/History Area of Potential Effect
-  BLRT Alignment



APE: Archaeology & Architecture/History

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

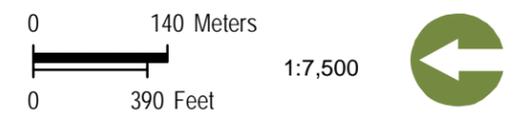
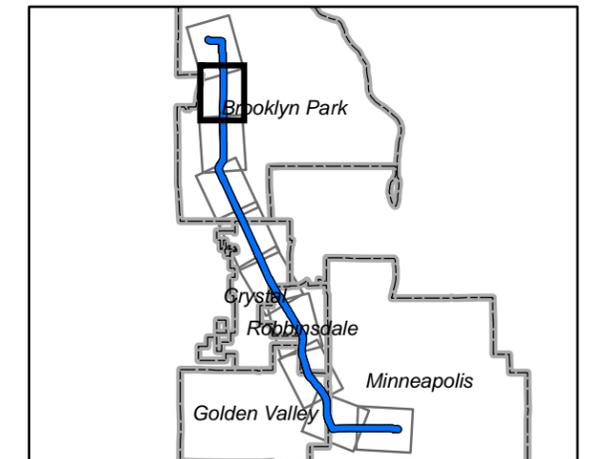
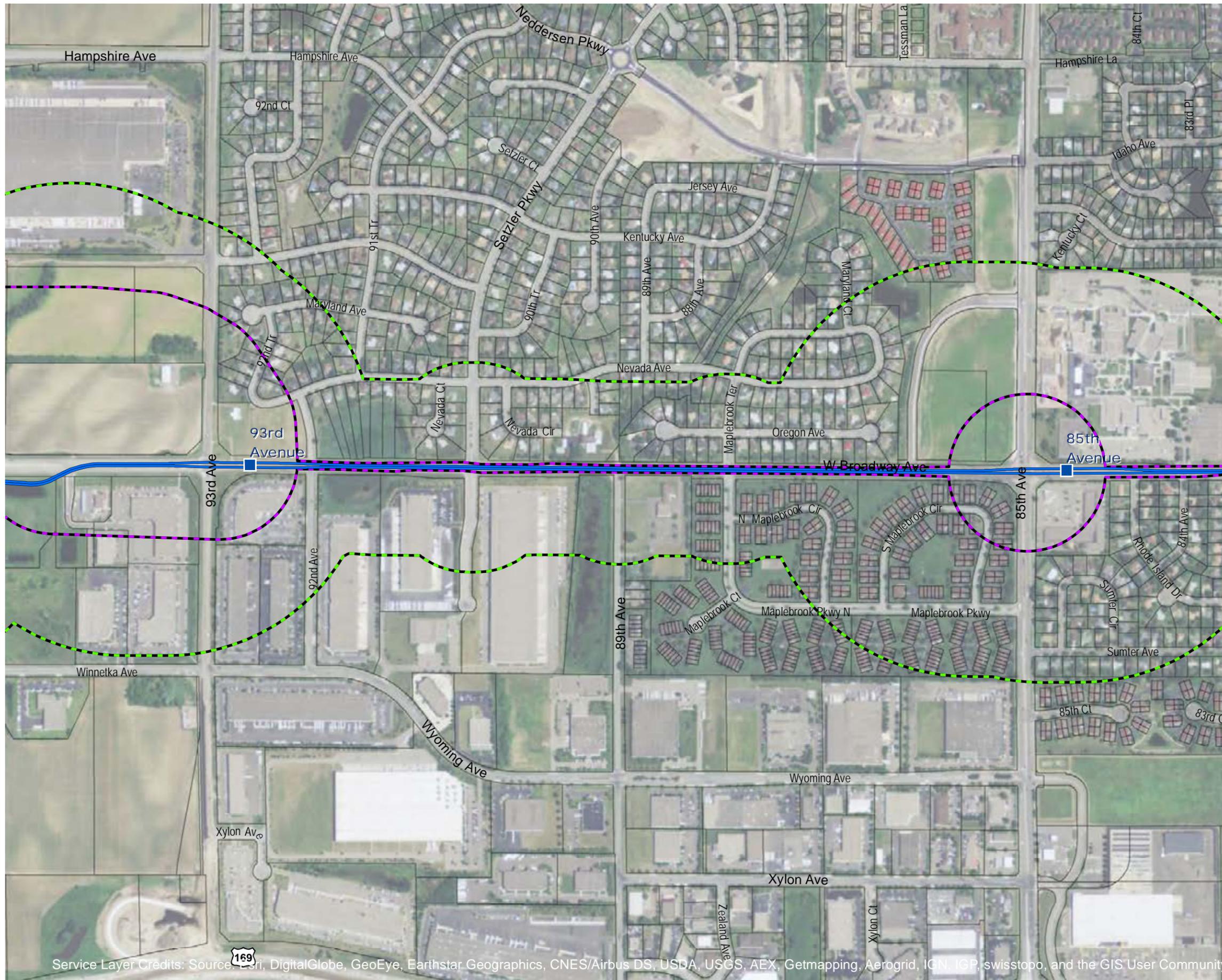
Source: HDR; Kimley Horn; MnDOT; 106 Group

Map Produced by 106 Group 3/31/2016

Figure 1

Blue Line Extension LRT
FEIS
Hennepin County, Minnesota

-  Archaeology Area of Potential Effect
-  Architecture/History Area of Potential Effect
-  BLRT Alignment



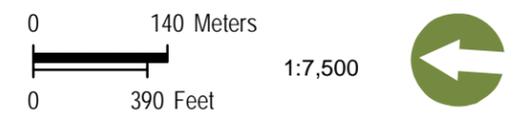
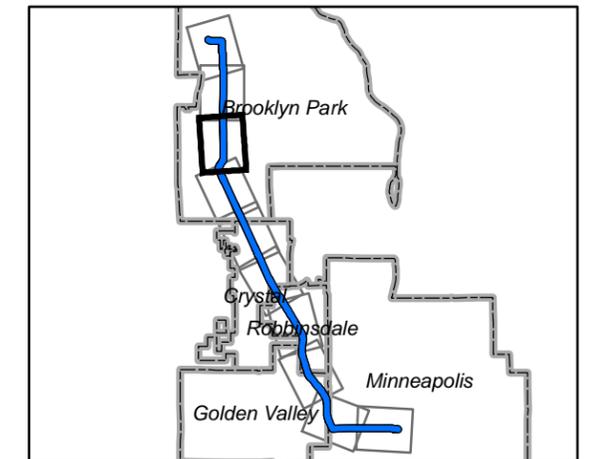
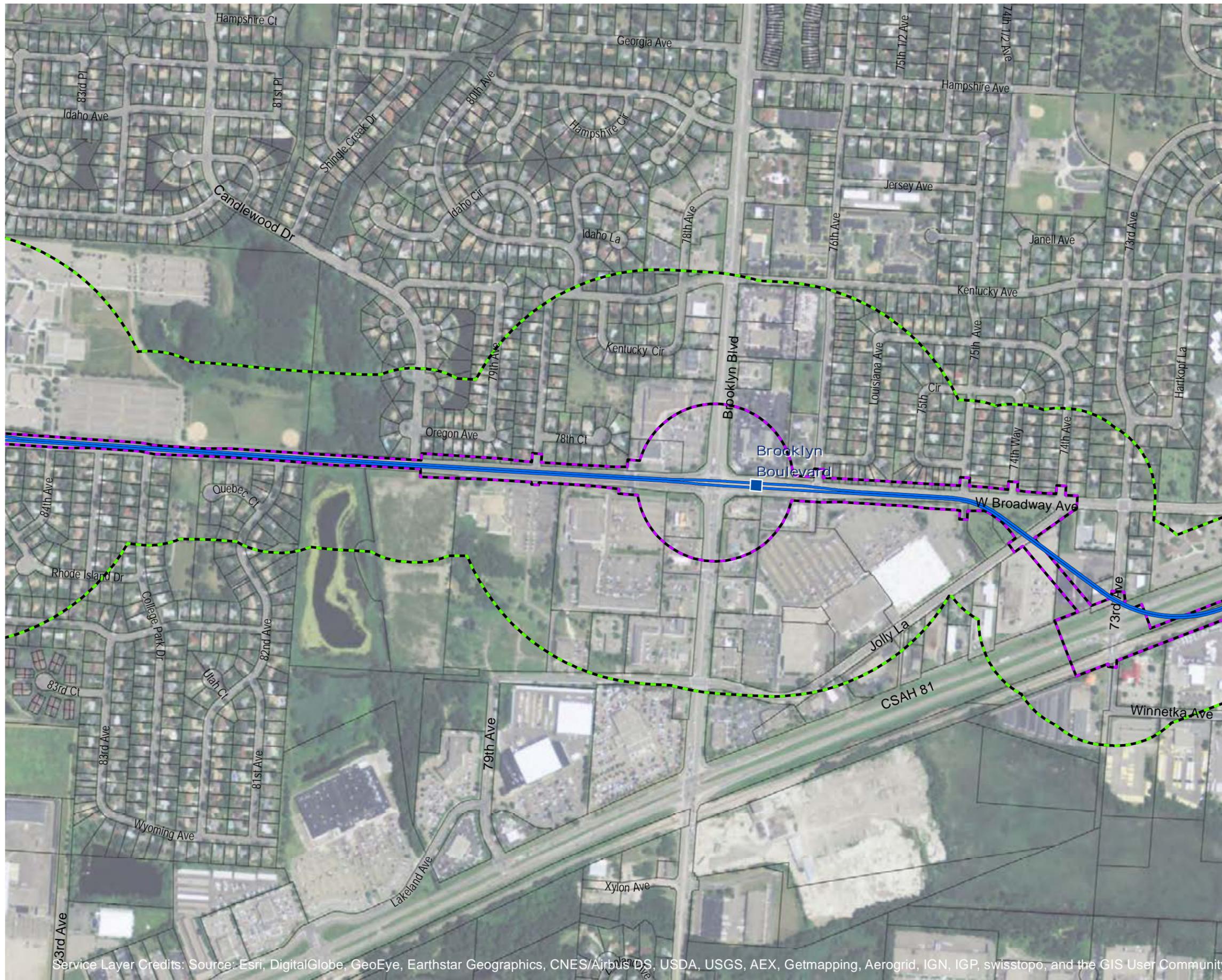
APE: Archaeology & Architecture/History

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Figure 2

Blue Line Extension LRT
FEIS
Hennepin County, Minnesota

-  Archaeology Area of Potential Effect
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-  BLRT Alignment



APE: Archaeology & Architecture/History

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

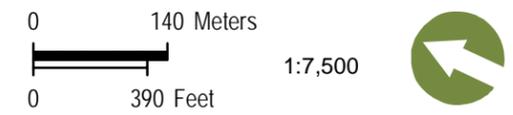
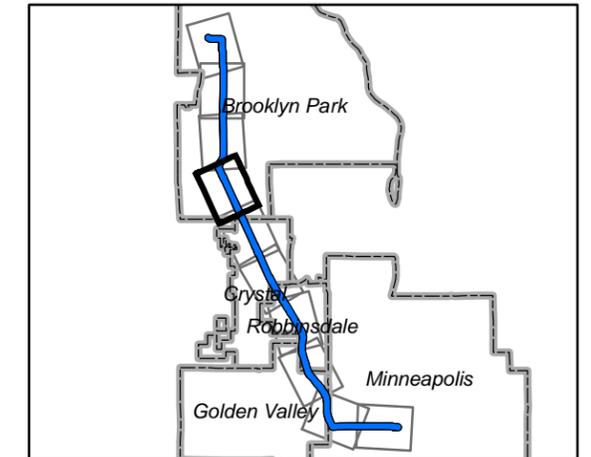
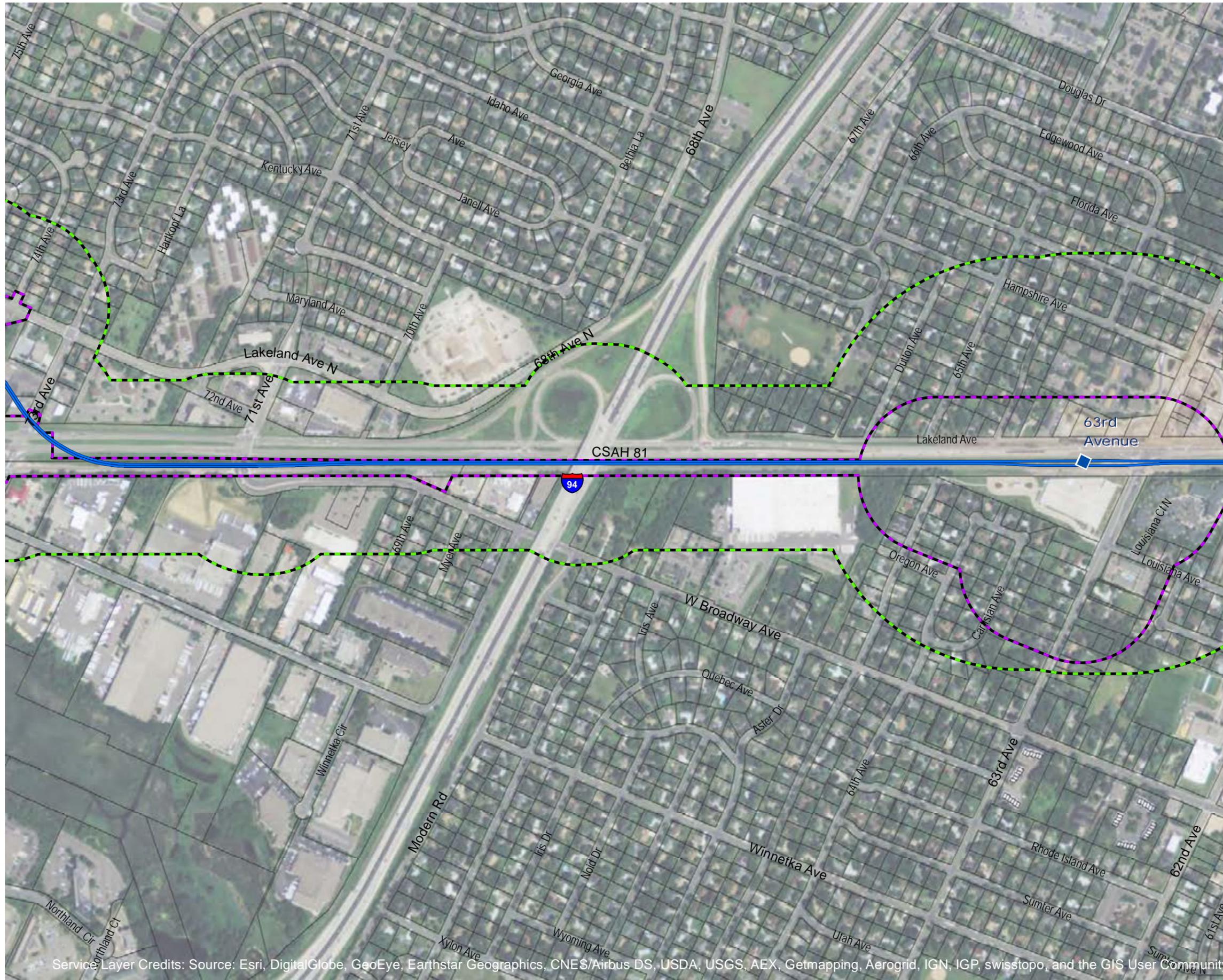
Source: HDR; Kimley Horn; MnDOT; 106 Group

Map Produced by 106 Group 3/31/2016

Figure 3

Blue Line Extension LRT
FEIS
Hennepin County, Minnesota

-  Archaeology Area of Potential Effect
-  Architecture/History Area of Potential Effect
-  BLRT Alignment



APE: Archaeology & Architecture/History

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

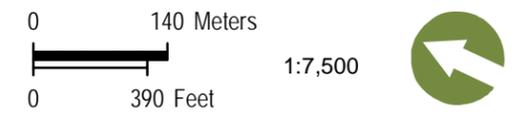
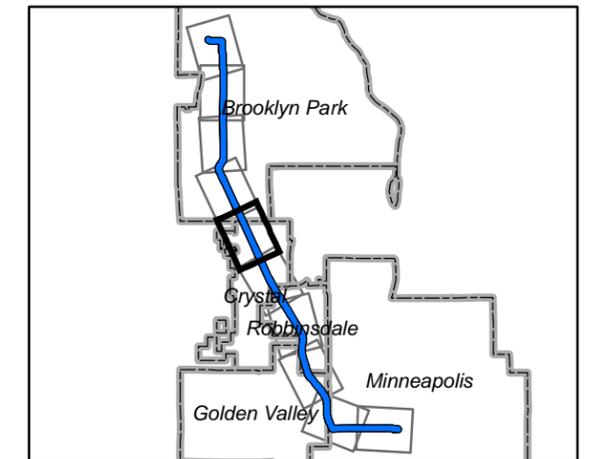
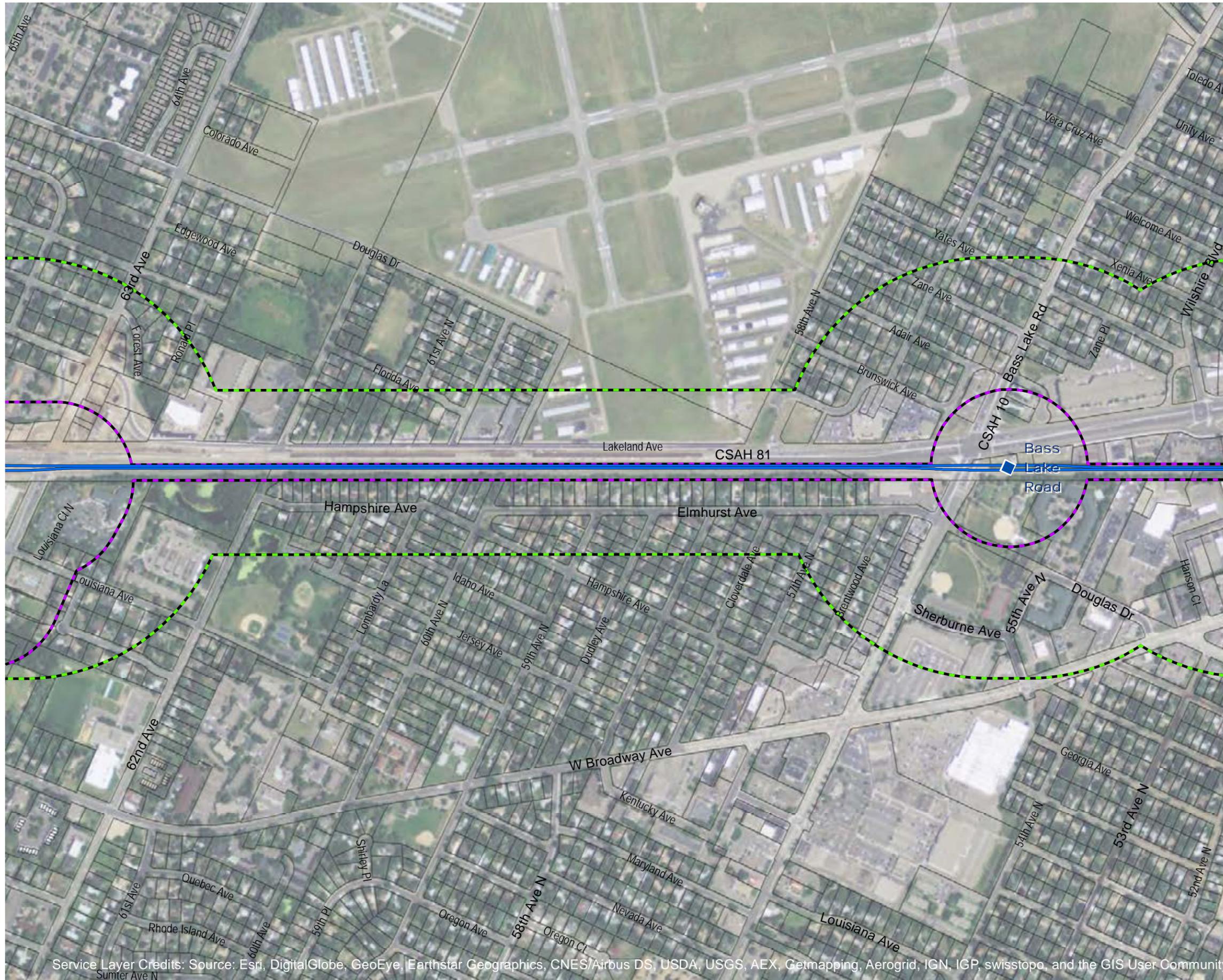
Source: HDR; Kimley Horn; MnDOT; 106 Group

Map Produced by 106 Group 3/31/2016

Figure 4

Blue Line Extension LRT
FEIS
Hennepin County, Minnesota

-  Archaeology Area of Potential Effect
-  Architecture/History Area of Potential Effect
-  BLRT Alignment



APE: Archaeology & Architecture/History

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

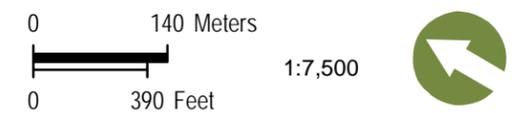
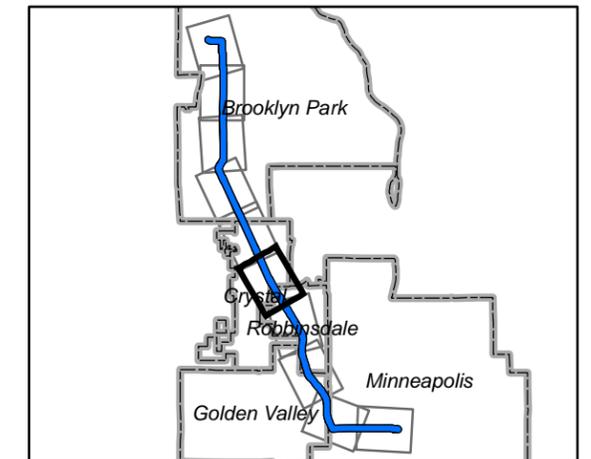
Source: HDR; Kimley Horn; MnDOT; 106 Group

Map Produced by 106 Group 3/31/2016

Figure 5

Blue Line Extension LRT
FEIS
Hennepin County, Minnesota

-  Archaeology Area of Potential Effect
-  Architecture/History Area of Potential Effect
-  BLRT Alignment



APE: Archaeology & Architecture/History

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

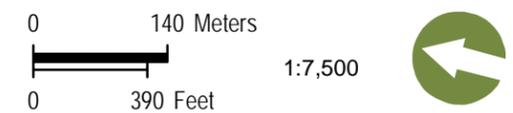
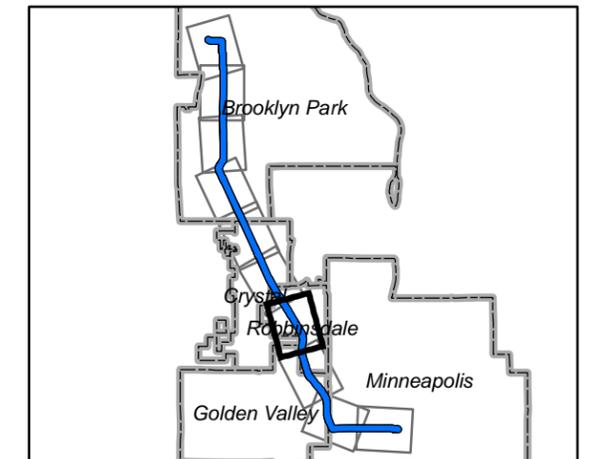
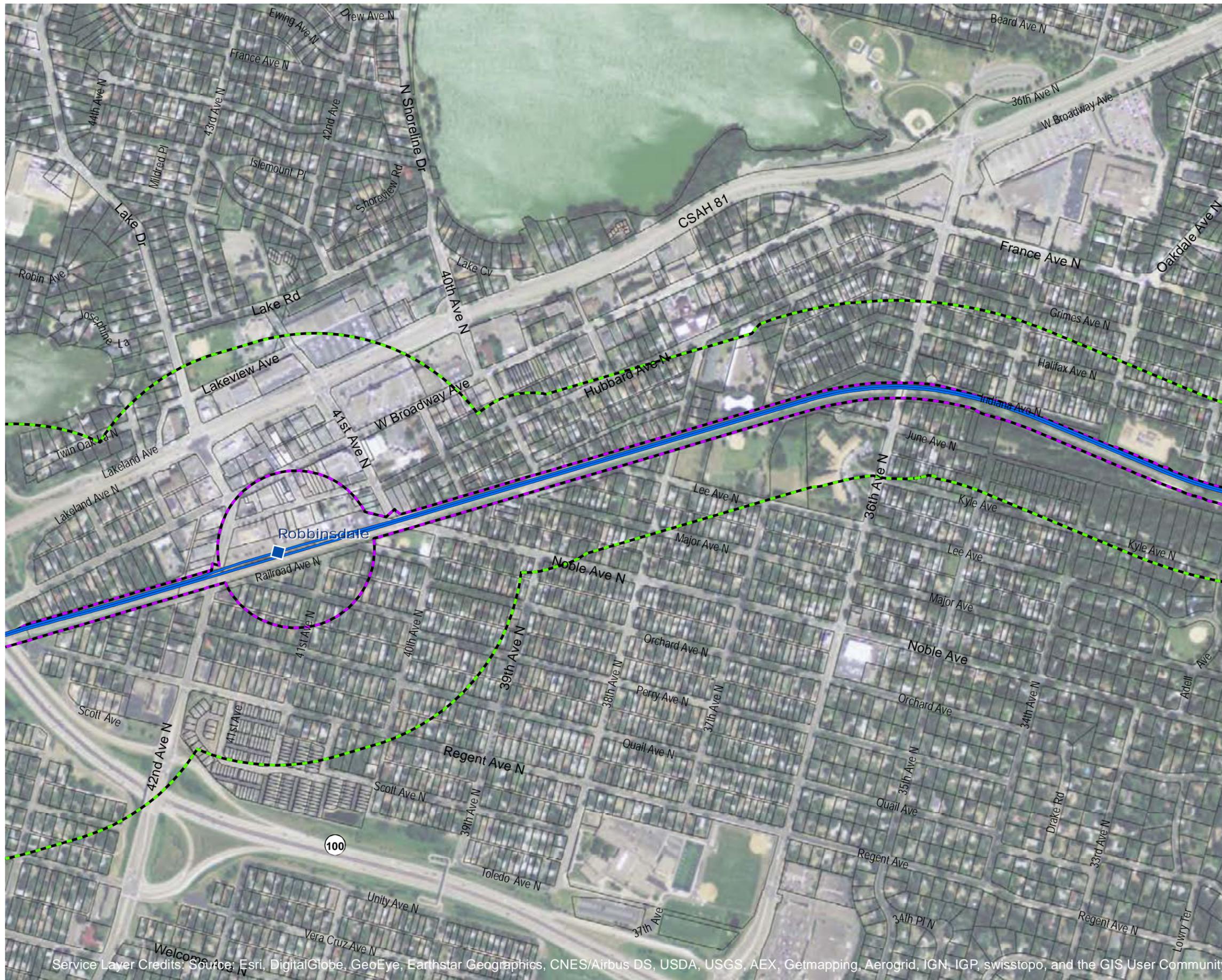
Source: HDR; Kimley Horn; MnDOT; 106 Group

Map Produced by 106 Group 3/31/2016

Figure 6

Blue Line Extension LRT
FEIS
Hennepin County, Minnesota

-  Archaeology Area of Potential Effect
-  Architecture/History Area of Potential Effect
-  BLRT Alignment



APE: Archaeology & Architecture/History

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

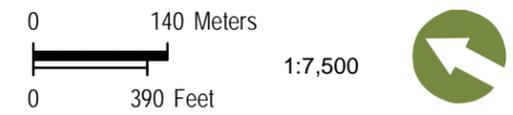
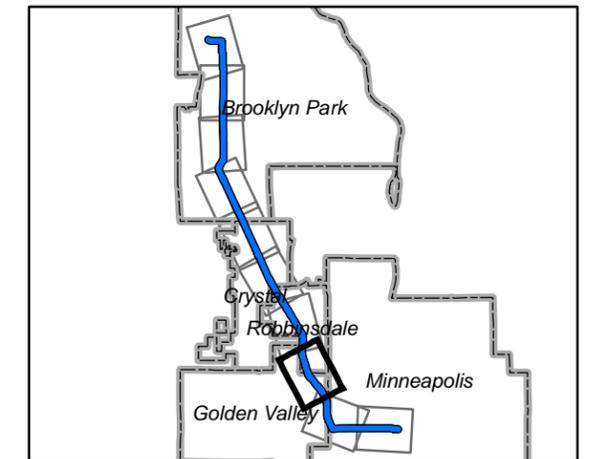
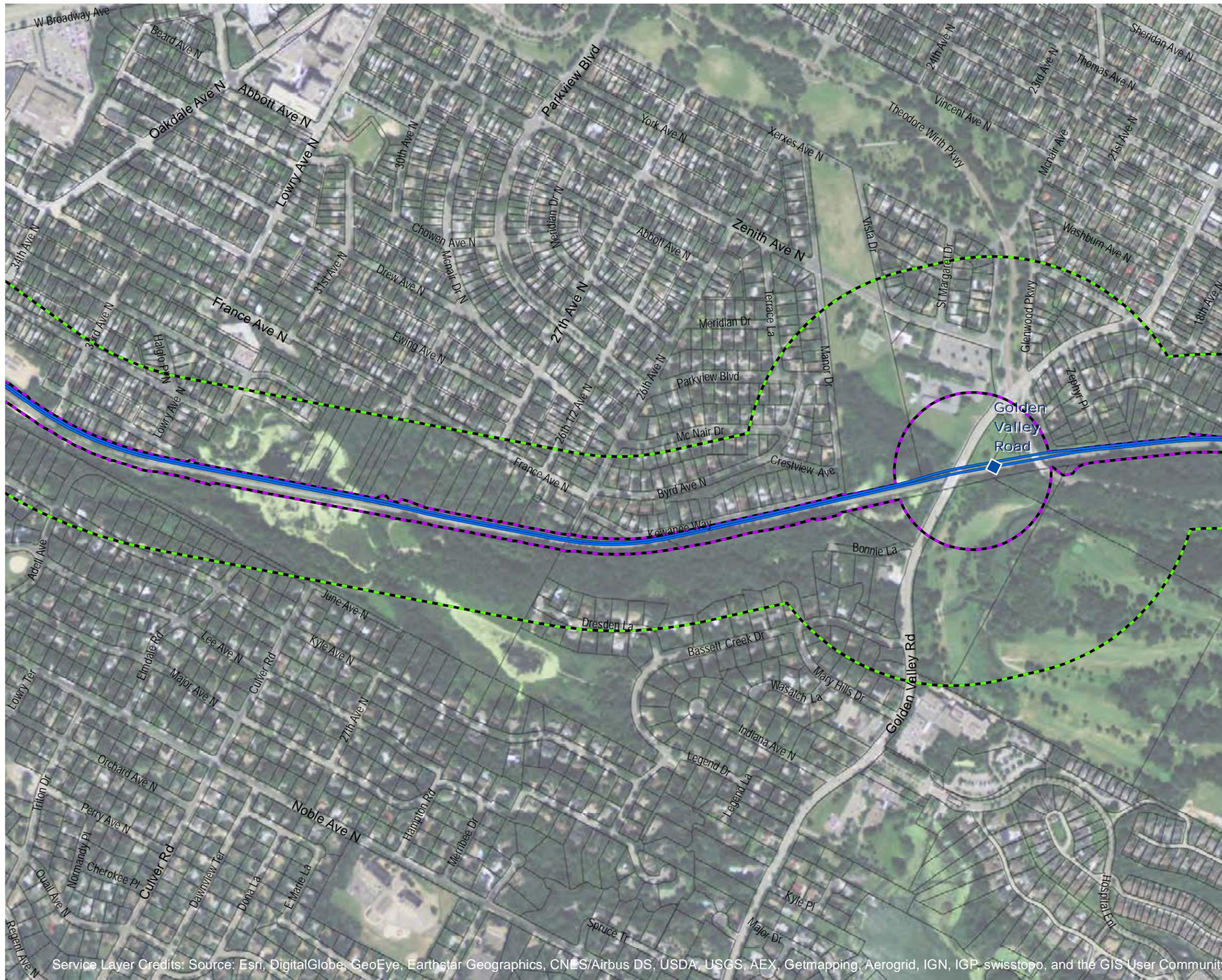
Source: HDR; Kimley Horn; MnDOT; 106 Group

Map Produced by 106 Group 3/31/2016

Figure 7

Blue Line Extension LRT
FEIS
Hennepin County, Minnesota

-  Archaeology Area of Potential Effect
-  Architecture/History Area of Potential Effect
-  BLRT Alignment



APE: Archaeology & Architecture/History

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

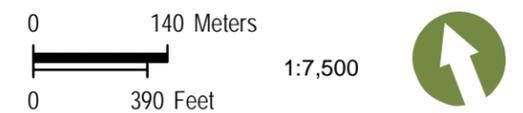
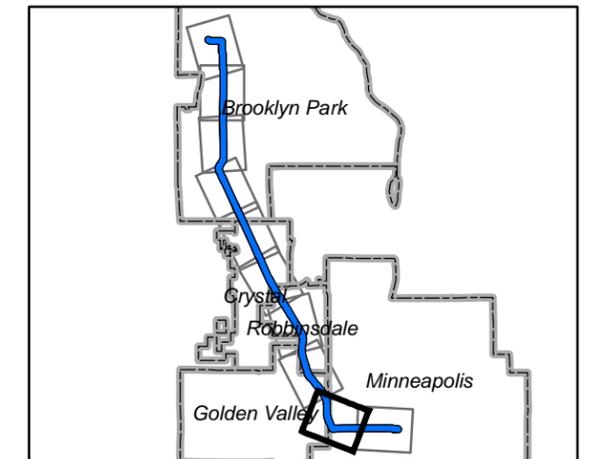
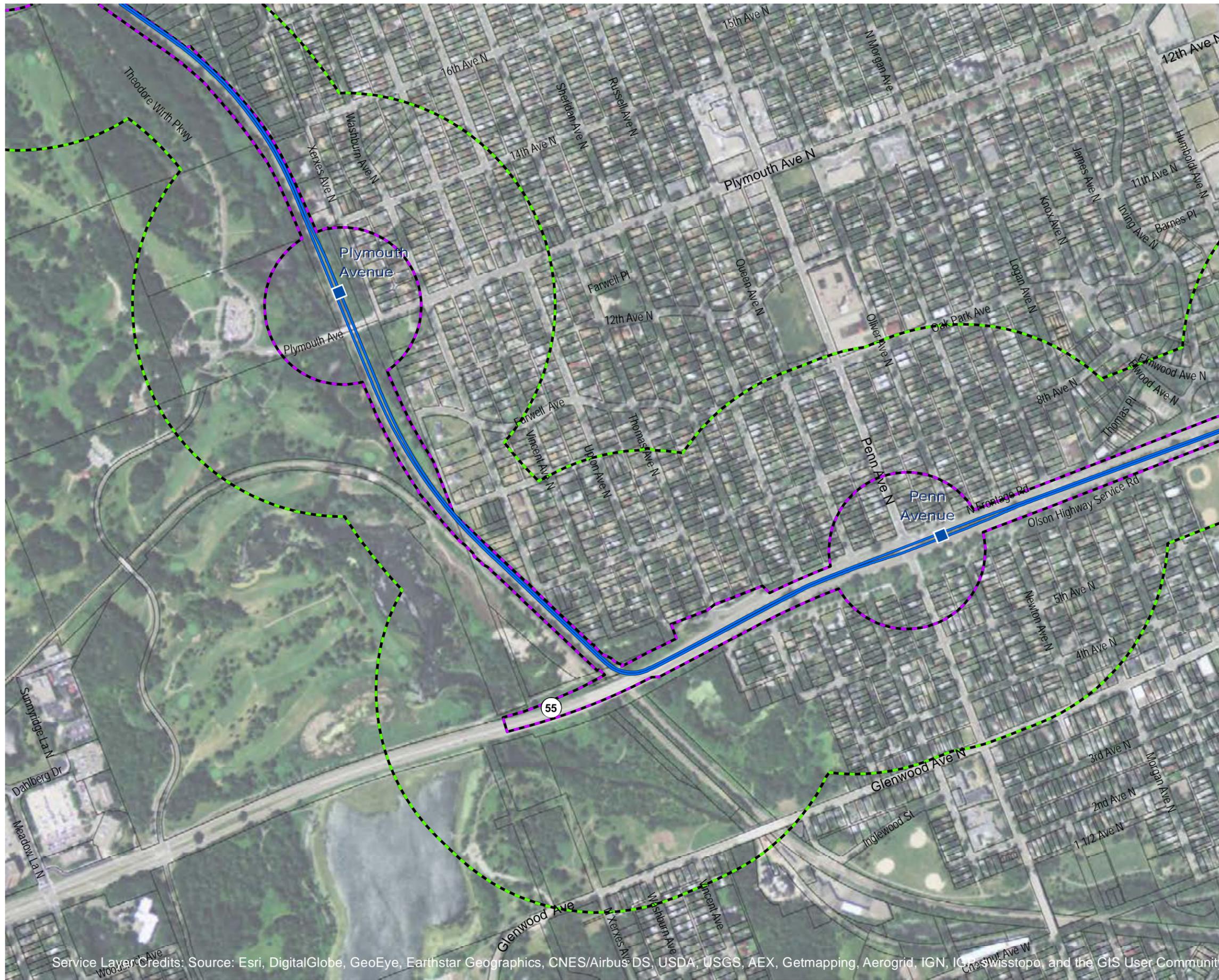
Source: HDR; Kimley Horn; MnDOT; 106 Group

Map Produced by 106 Group 3/31/2016

Figure 8

Blue Line Extension LRT
FEIS
Hennepin County, Minnesota

-  Archaeology Area of Potential Effect
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-  BLRT Alignment



APE: Archaeology & Architecture/History

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Source: HDR; Kimley Horn; MnDOT; 106 Group

Map Produced by 106 Group 3/31/2016

Figure 9

ATTACHMENT B

Properties Listed in and Determined Eligible for Listing in the National Register of Historic Places

Properties Listed in and Determined Eligible for Listing in the National Register of Historic Places

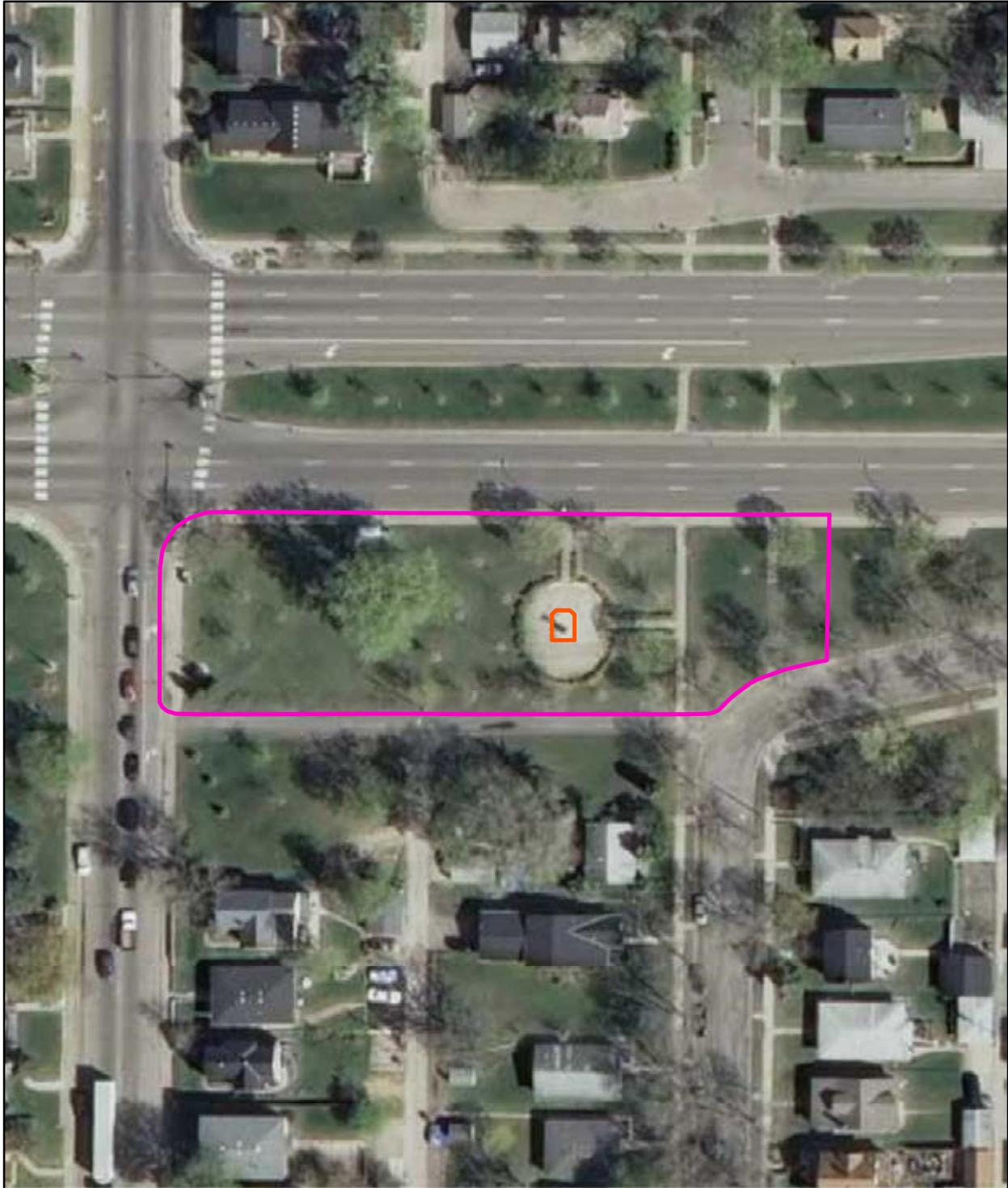
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	<i>Historic Districts</i>				
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XX-RRD-010	St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District	—	Minneapolis	—	Eligible
HE-MPC-0441	Minneapolis Warehouse Historic District	Vicinity of 1 st Ave. N., N. 1 st St., 10 th Ave. N., & N. 6 th St.	Minneapolis	—	Listed
HE-MPC-12101	Homewood Residential Historic District	Bounded by Penn Ave. N., Oak Park Ave., Xerxes Ave. N., & Plymouth Ave.	Minneapolis	—	Eligible
HE-CRC-199	Minneapolis & Pacific Rwy. / Soo Line Rwy. Historic District	—	Crystal	—	Eligible
HE-RBC-158	West Broadway Avenue Residential Historic District	W. Broadway Ave. between 42 nd Ave. N. and TH 100 & Lakeland Ave. between 42½ Ave. N. & 43 rd Ave. N.	Robbinsdale	—	Eligible
XX-PRK-001	Grand Rounds Historic District (GRHD)	—	Minneapolis, Golden Valley ⁵	—	Eligible
	<i>Individual Resources</i>				
HE-GVC-0050	Bridge No. L9327	Theodore Wirth Pkwy. over Bassett's Creek	Golden Valley	Eligible	Eligible (GRHD)
HE-MPC-7553	Labor Lyceum	1800 Olson Memorial Hwy. (TH 55)	Minneapolis	Eligible	—
HE-MPC-8081	Sumner Branch Library	611 Emerson Ave. N.	Minneapolis	Listed	—
HE-MPC-8125	Northwestern Knitting Company Factory	718 Glenwood Ave.	Minneapolis	Listed	—
HE-MPC-8290	Wayman A.M.E. Church	1221 7 th Ave. N.	Minneapolis	Eligible	—
HE-MPC-9013	Floyd B. Olson Memorial Statue	Olson Memorial Highway (TH 55) at Penn Ave. N.	Minneapolis	Eligible	—
HE-RBC-024	Hennepin County Library, Robbinsdale Branch	4915 42 nd Ave. N.	Robbinsdale	Listed	—
HE-RBC-264	Jones-Osterhus Barn	4510 Scott Ave. N.	Robbinsdale	Eligible	—
HE-RBC-286	Robbinsdale Waterworks	4127 Hubbard Ave. N.	Robbinsdale	Eligible	—
HE-RBC-1462	Sacred Heart Catholic Church	4087 W. Broadway Ave.	Robbinsdale	Eligible	—

⁵ Cities listed only for portions of GRHD in the APE

ATTACHMENT C

Floyd B. Olson Memorial National Register of Historic Places Boundary and Setting

Floyd B. Olson Memorial NRHP Boundary



DATE: 3/29/2016



CULTURAL RESOURCES UNIT

Legend

-  NRHP Boundary (2016)
-  NRHP Boundary (old)

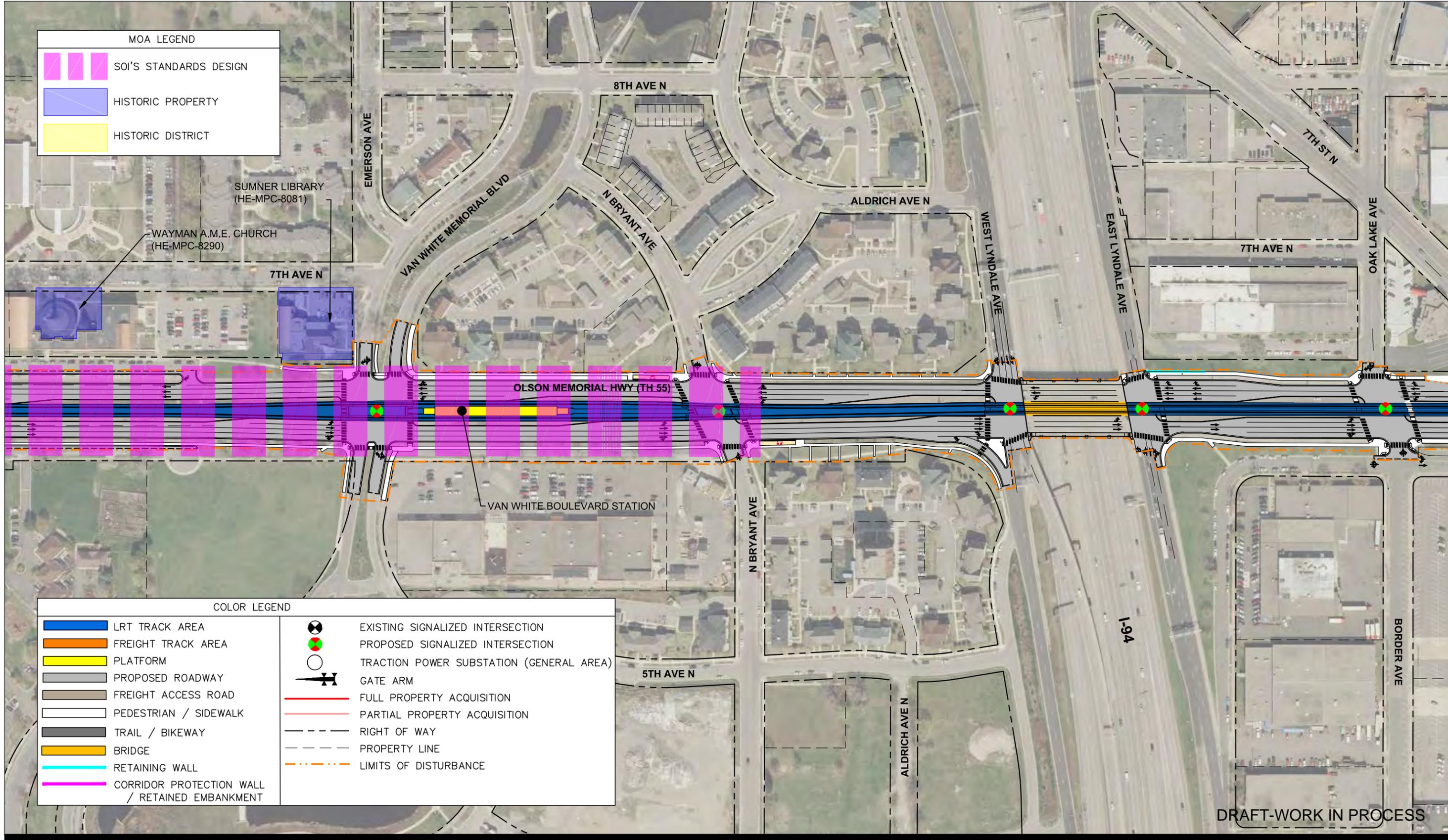


ATTACHMENT D

**Project Segments to be Designed in Accordance with the Secretary of the Interior's Standards for
the Treatment of Historic Properties**

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Apr. 01 2016 10:40 am H:\BPO\550_Design_Consultant\CAD\000-OVERALL\PE\PLAN SHEETS\CIVIL\O-FEIS-HISTORIC-001.dwg By: NewboudA



MOA LEGEND	
	SOI'S STANDARDS DESIGN
	HISTORIC PROPERTY
	HISTORIC DISTRICT

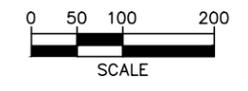
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	LRT TRACK AREA		EXISTING SIGNALIZED INTERSECTION
	FREIGHT TRACK AREA		PROPOSED SIGNALIZED INTERSECTION
	PLATFORM		TRACTION POWER SUBSTATION (GENERAL AREA)
	PROPOSED ROADWAY		GATE ARM
	FREIGHT ACCESS ROAD		FULL PROPERTY ACQUISITION
	PEDESTRIAN / SIDEWALK		PARTIAL PROPERTY ACQUISITION
	TRAIL / BIKEWAY		RIGHT OF WAY
	BRIDGE		PROPERTY LINE
	RETAINING WALL		LIMITS OF DISTURBANCE
	CORRIDOR PROTECTION WALL / RETAINED EMBANKMENT		



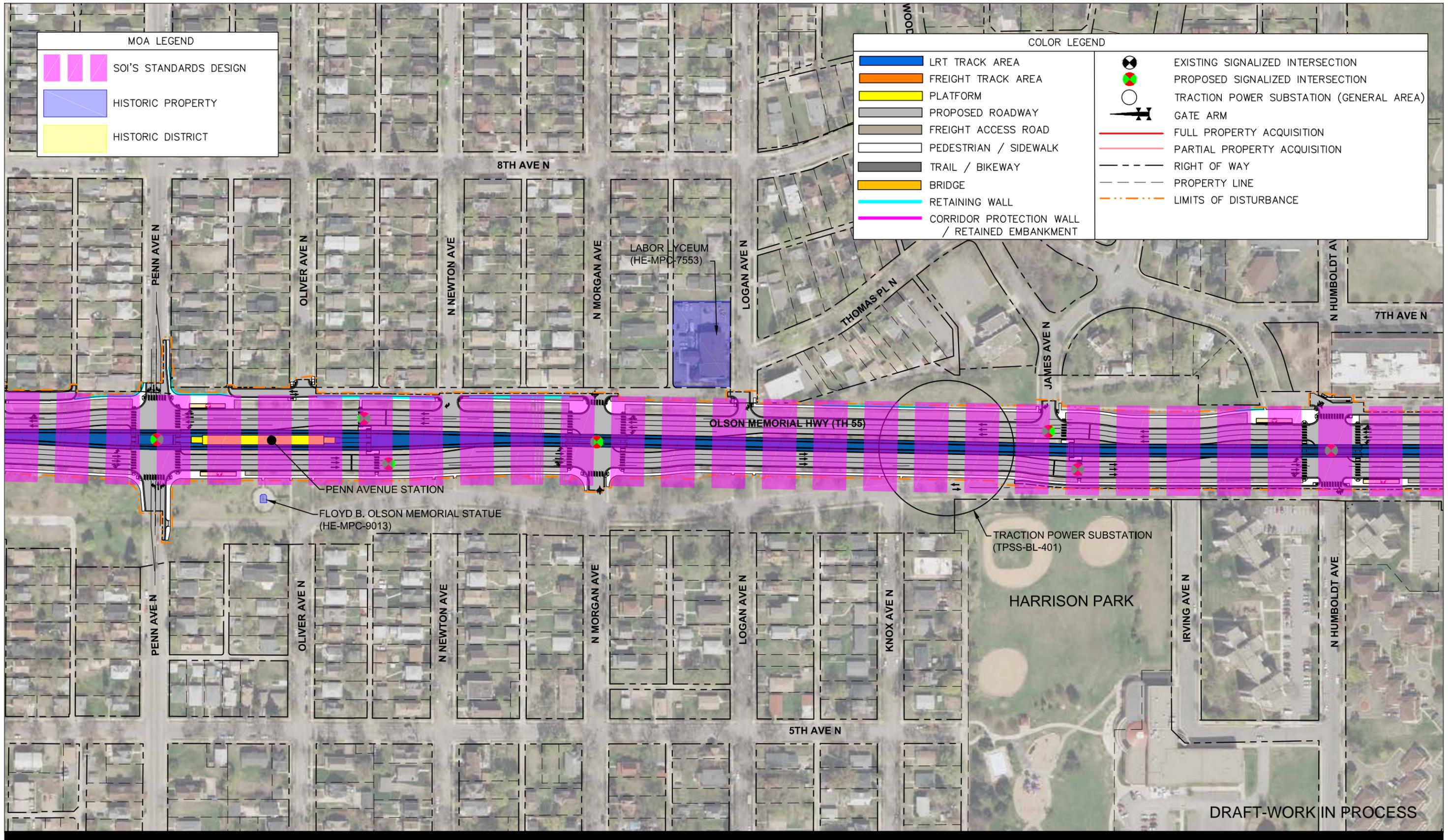
Kimley»Horn

BLUE LINE LRT EXTENSION

CITY OF MINNEAPOLIS
PROJECT ELEMENTS TO BE DESIGNED TO SOI'S STANDARDS
ATTACHMENT D



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MOA LEGEND	
	SOI'S STANDARDS DESIGN
	HISTORIC PROPERTY
	HISTORIC DISTRICT

COLOR LEGEND	
	LRT TRACK AREA
	FREIGHT TRACK AREA
	PLATFORM
	PROPOSED ROADWAY
	FREIGHT ACCESS ROAD
	PEDESTRIAN / SIDEWALK
	TRAIL / BIKEWAY
	BRIDGE
	RETAINING WALL
	CORRIDOR PROTECTION WALL / RETAINED EMBANKMENT
	EXISTING SIGNALIZED INTERSECTION
	PROPOSED SIGNALIZED INTERSECTION
	TRACTION POWER SUBSTATION (GENERAL AREA)
	GATE ARM
	FULL PROPERTY ACQUISITION
	PARTIAL PROPERTY ACQUISITION
	RIGHT OF WAY
	PROPERTY LINE
	LIMITS OF DISTURBANCE

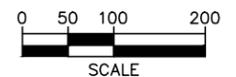
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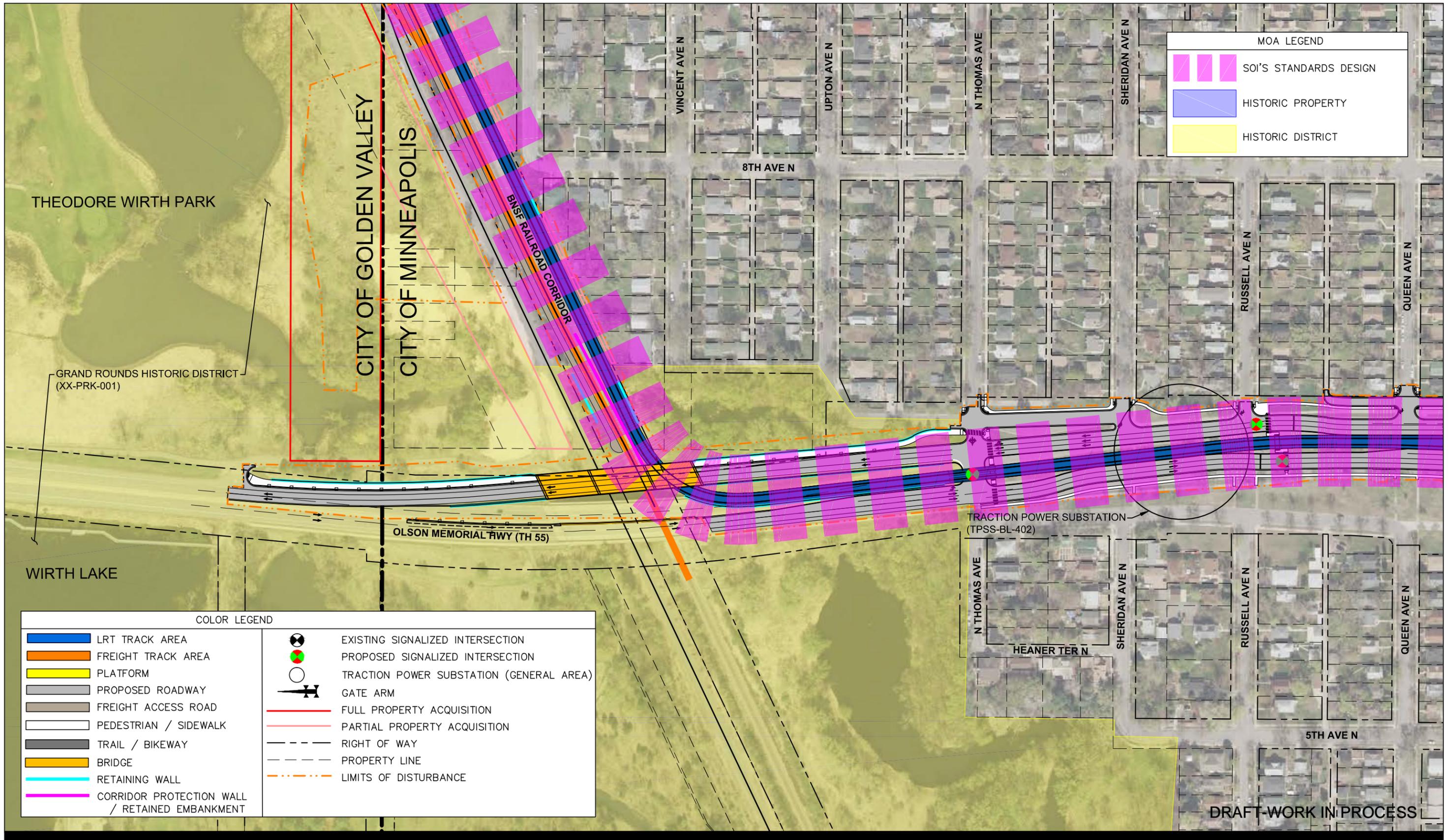
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BLUE LINE LRT EXTENSION

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MOA LEGEND

- SOI'S STANDARDS DESIGN
- HISTORIC PROPERTY
- HISTORIC DISTRICT

COLOR LEGEND

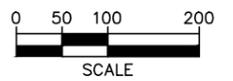
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 PLATFORM	TRACTION POWER SUBSTATION (GENERAL AREA)
 PROPOSED ROADWAY	GATE ARM
 FREIGHT ACCESS ROAD	 FULL PROPERTY ACQUISITION
 PEDESTRIAN / SIDEWALK	 PARTIAL PROPERTY ACQUISITION
 TRAIL / BIKEWAY	 RIGHT OF WAY
 BRIDGE	 PROPERTY LINE
 RETAINING WALL	 LIMITS OF DISTURBANCE
 CORRIDOR PROTECTION WALL / RETAINED EMBANKMENT	

DRAFT WORK IN PROCESS



BLUE LINE LRT EXTENSION

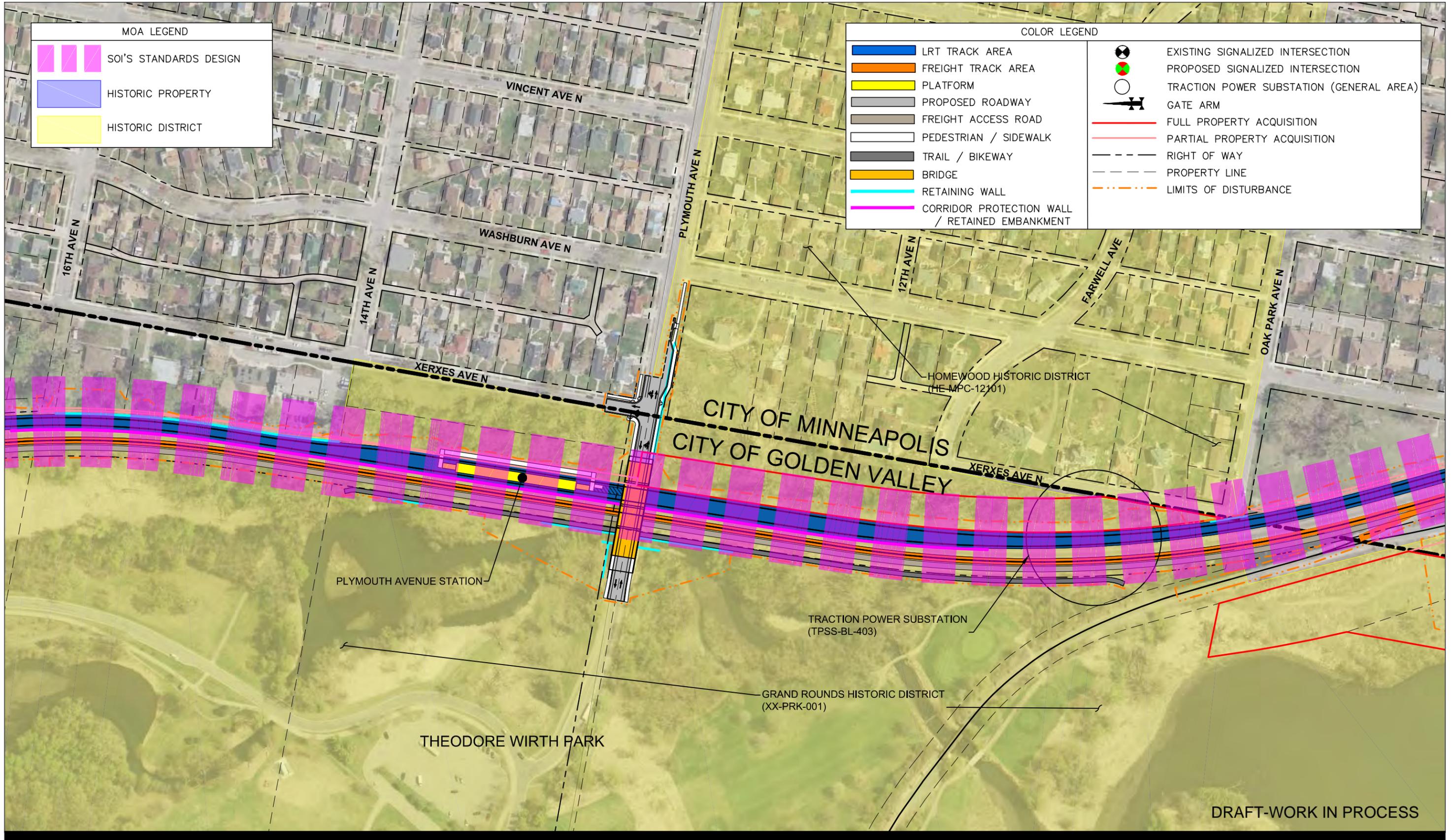
CITY OF MINNEAPOLIS
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MOA LEGEND	
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	HISTORIC PROPERTY
	HISTORIC DISTRICT

COLOR LEGEND			
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	FREIGHT TRACK AREA		PROPOSED SIGNALIZED INTERSECTION
	PLATFORM		TRACTION POWER SUBSTATION (GENERAL AREA)
	PROPOSED ROADWAY		GATE ARM
	FREIGHT ACCESS ROAD		FULL PROPERTY ACQUISITION
	PEDESTRIAN / SIDEWALK		PARTIAL PROPERTY ACQUISITION
	TRAIL / BIKEWAY		RIGHT OF WAY
	BRIDGE		PROPERTY LINE
	RETAINING WALL		LIMITS OF DISTURBANCE
	CORRIDOR PROTECTION WALL / RETAINED EMBANKMENT		



DRAFT-WORK IN PROCESS

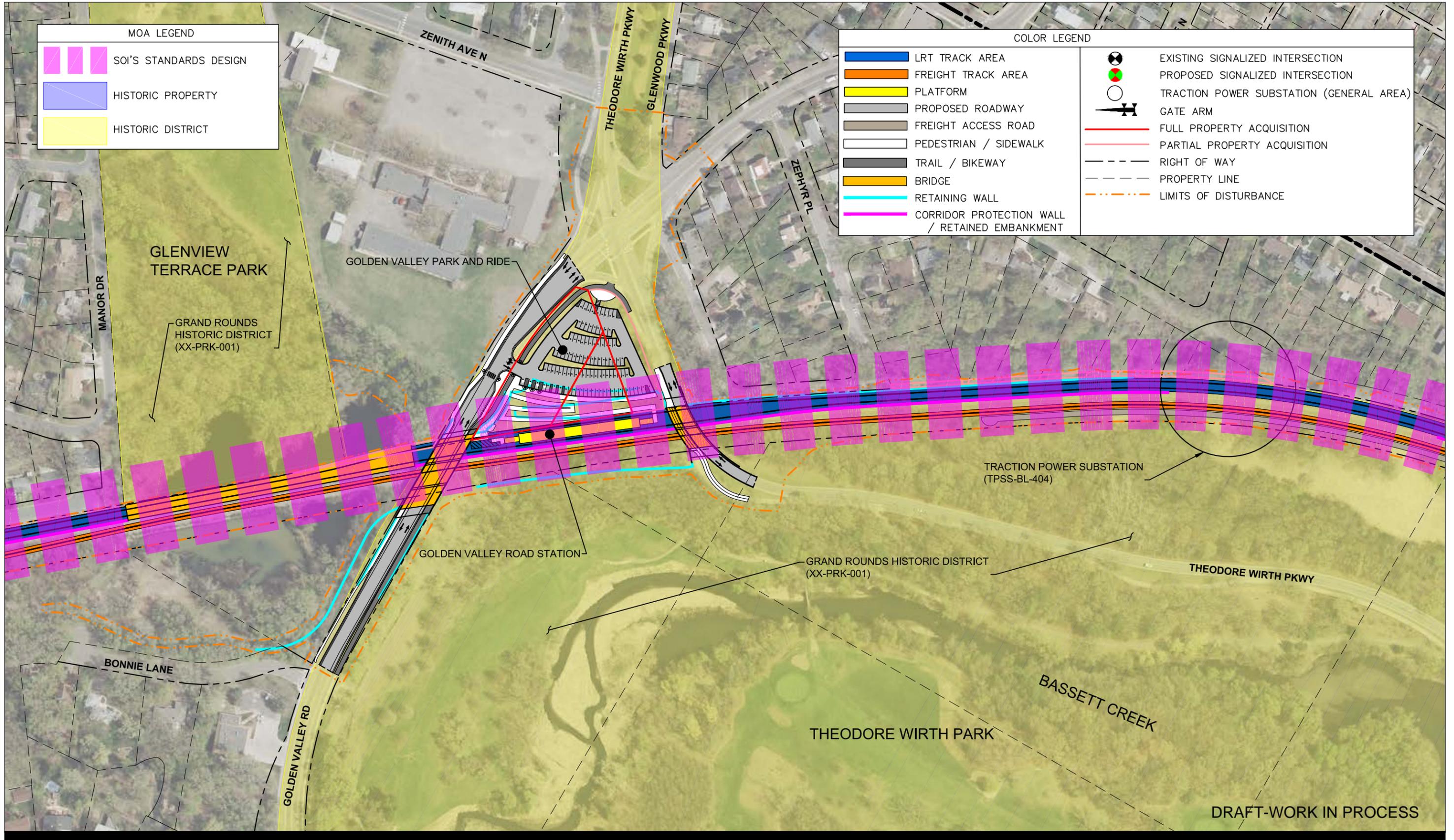


BLUE LINE LRT EXTENSION

CITY OF GOLDEN VALLEY
PROJECT ELEMENTS TO BE DESIGNED TO SOI'S STANDARDS
ATTACHMENT D



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MOA LEGEND	
	SOI'S STANDARDS DESIGN
	HISTORIC PROPERTY
	HISTORIC DISTRICT

COLOR LEGEND	
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	FREIGHT TRACK AREA
	PLATFORM
	PROPOSED ROADWAY
	FREIGHT ACCESS ROAD
	PEDESTRIAN / SIDEWALK
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	PROPERTY LINE
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DRAFT-WORK IN PROCESS



BLUE LINE LRT EXTENSION

CITY OF GOLDEN VALLEY
PROJECT ELEMENTS TO BE DESIGNED TO SOI'S STANDARDS
ATTACHMENT D

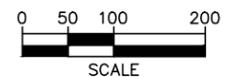


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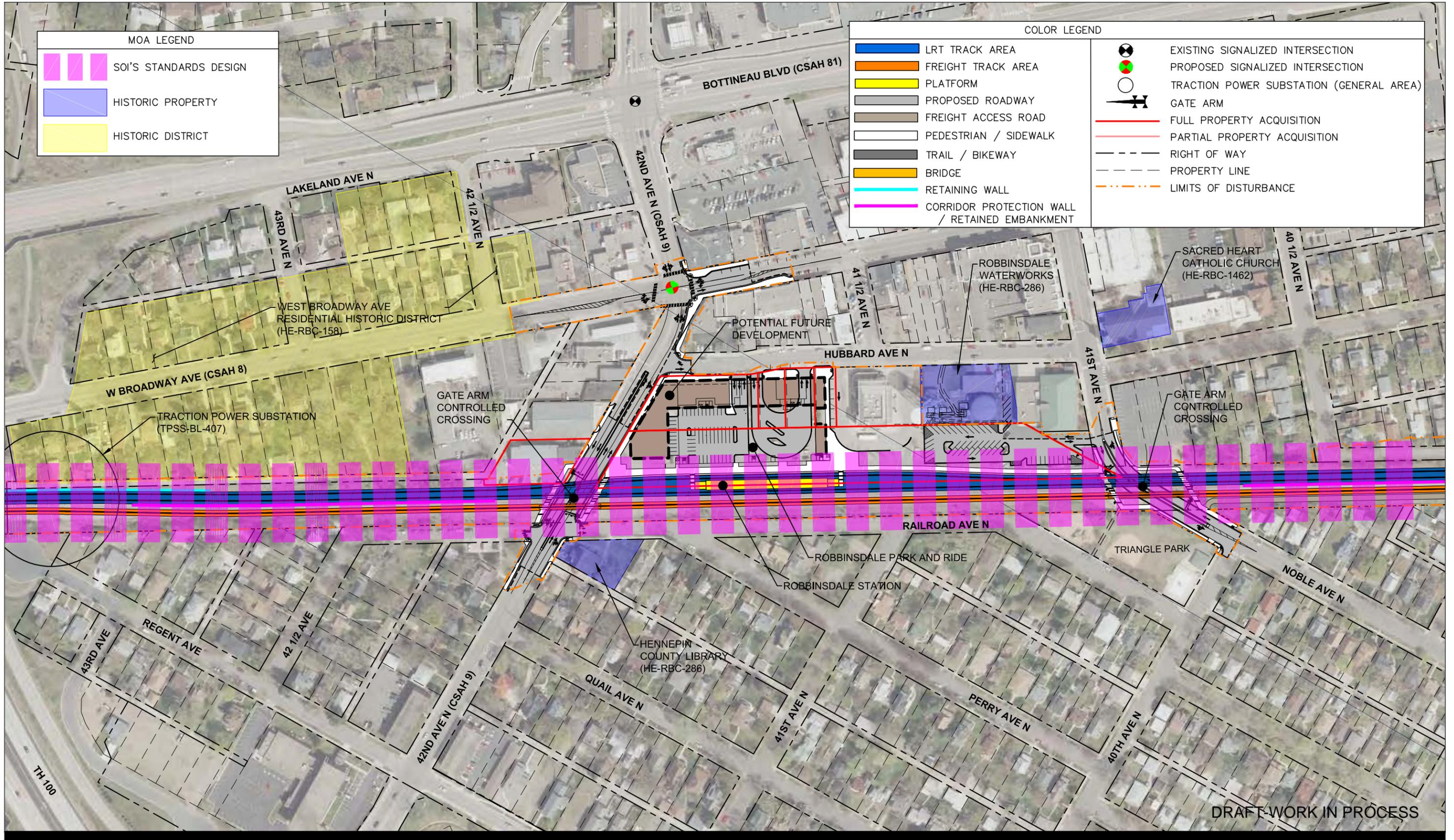


Kimley»Horn

BLUE LINE LRT EXTENSION
 CITY OF GOLDEN VALLEY
 PROJECT ELEMENTS TO BE DESIGNED TO SOI'S STANDARDS
 ATTACHMENT D



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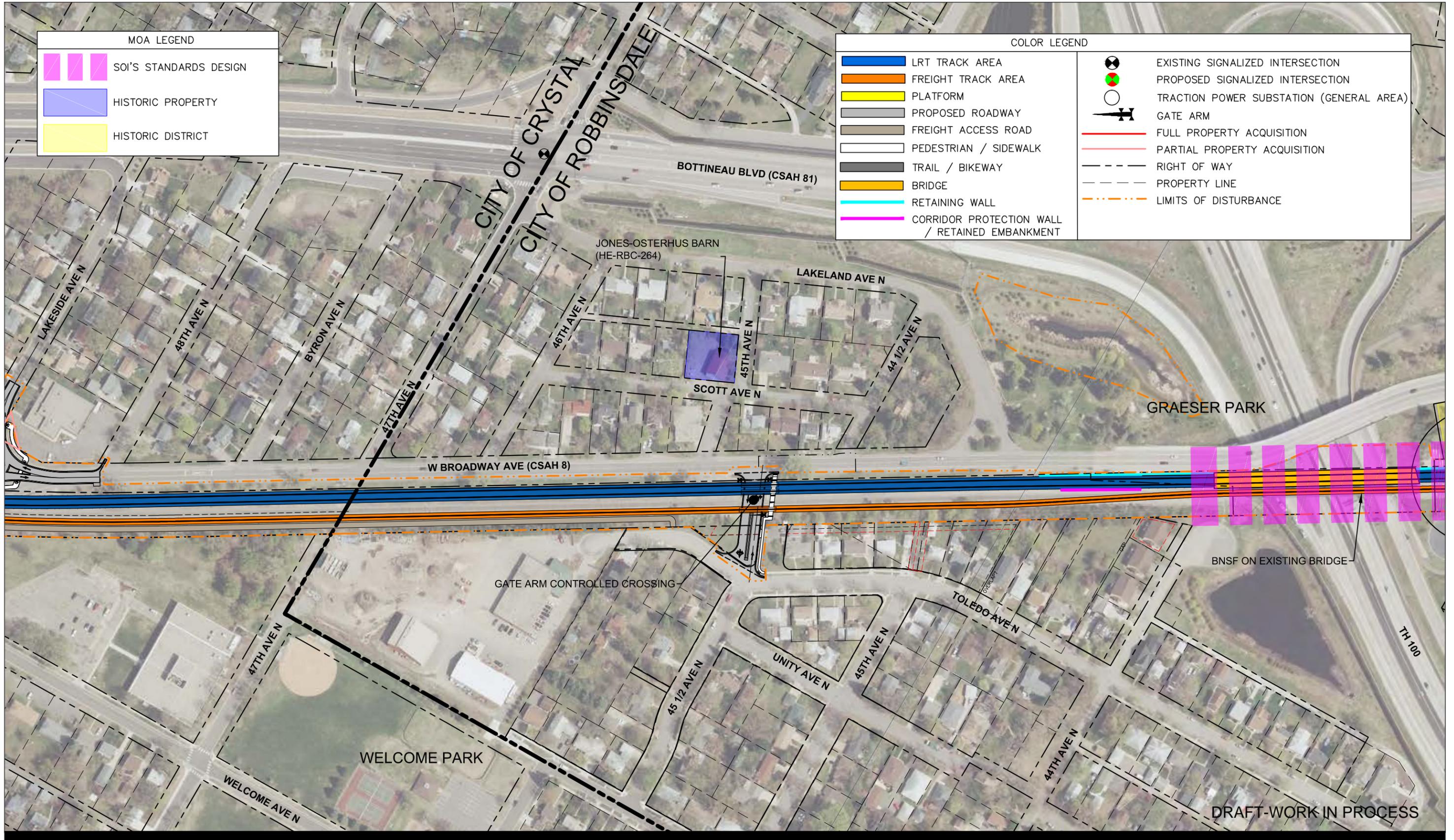
Kimley»Horn

BLUE LINE LRT EXTENSION

CITY OF ROBBINSDALE
PROJECT ELEMENTS TO BE DESIGNED TO SOI'S STANDARDS
ATTACHMENT D



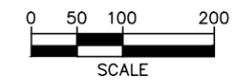
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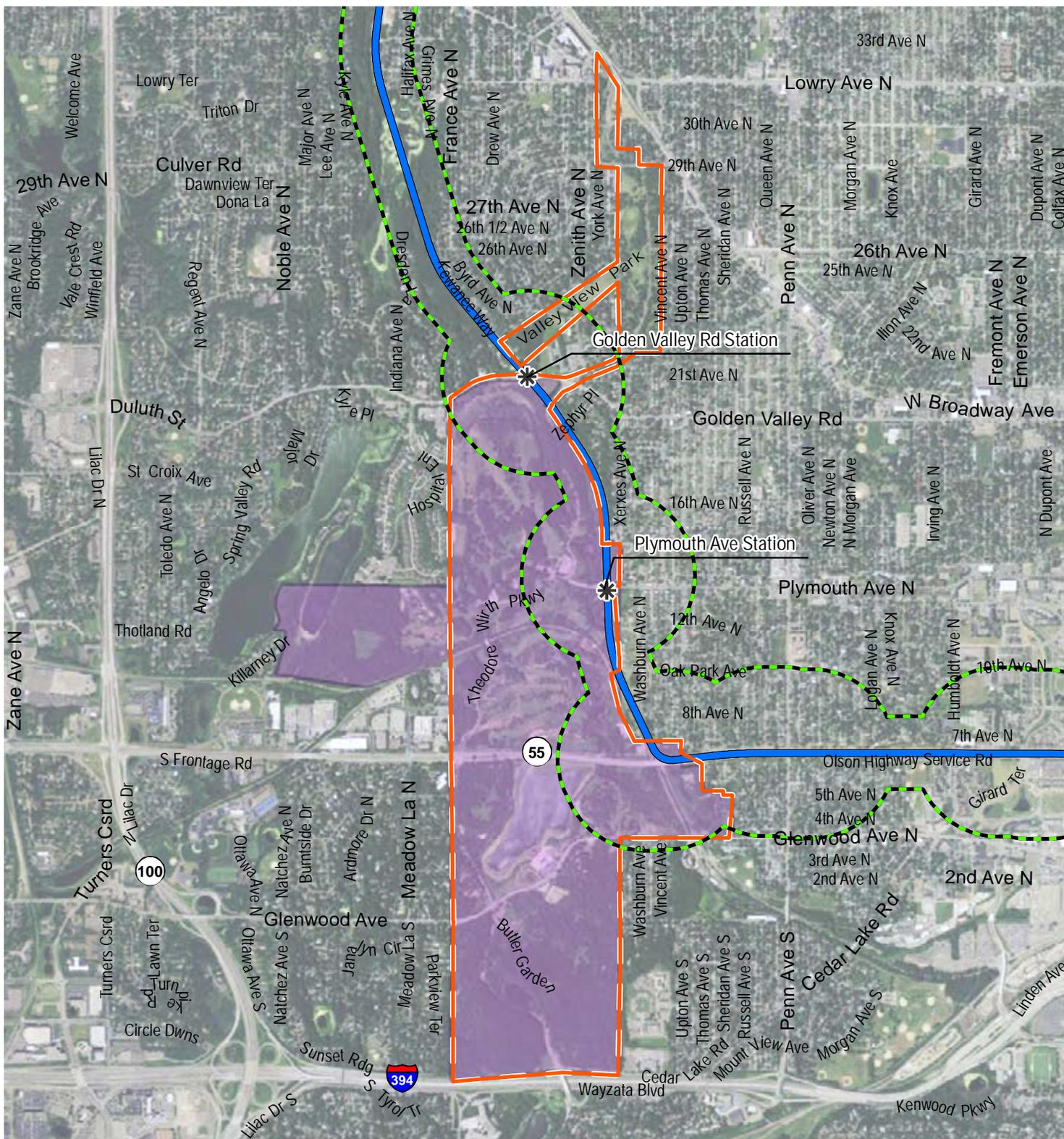
BLUE LINE LRT EXTENSION

CITY OF ROBBINSDALE
PROJECT ELEMENTS TO BE DESIGNED TO SOI'S STANDARDS
ATTACHMENT D



ATTACHMENT E

Grand Rounds Historic: Theodore Wirth Segment Plans Study Area Limits



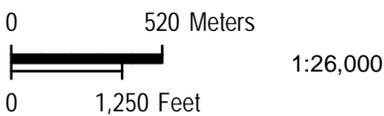
Source: MNDOT; Hennepin County; City of Minneapolis; 106 Group

Map Produced by 106 Group 4/4/2016

Blue Line Extension LRT (BLRT)
 Section 106
 Memorandum of Agreement
Minneapolis and Golden Valley, Minnesota

Grand Rounds Historic District
 Theodore Wirth Segment

- Proposed Alignment
- ✱ Proposed Station
- Architecture/History Area of Potential Effect
- Grand Rounds Historic District - Theodore Wirth Segment*
- Current Theodore Wirth Park Area



* The Grand Rounds Historic District boundary for the Theodore Wirth Segment reflects the currently documented period of significance to 1942. The boundary for the potential extended period of significance to 1975 may vary.

ATTACHMENT F

Minneapolis Park and Recreation Board Code of Ordinances, Chapter 11

Chapter 11 - PARK FACILITY CONSTRUCTION AND REDEVELOPMENT - COMMUNITY ENGAGEMENT^[13]

Footnotes:

--- (13) ---

Editor's note—Pk. Bd. Ord. No. 2011-103, § 1, adopted November 9, 2011, amended the title of Ch. 11 to read as herein set out. Prior to inclusion of said ordinance, Ch. 11 was titled, "Park Facility Construction and Redevelopment Public Participation."

PB11-1. - Definitions.

As used in this chapter the following terms shall mean:

Community Engagement: The opportunity for stakeholders to influence decisions that shape the park system, including the intentional effort to create public understanding of MPRB project, programs, and services, and to make certain the MPRB is aware of and responsive to stakeholder needs, concerns and industry trends. Interchangeable terms include: public participation, community involvement, and citizen participation.

Park facility construction and redevelopment: The development of new or redevelopment of existing facilities as approved and budgeted in a Capital Improvement Program for the Minneapolis Park and Recreation Board, including construction and redevelopment of facilities approved and budgeted through third party agreement. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-2. - Community Engagement Policy.

The Minneapolis Park and Recreation Board shall create, maintain, and regularly evaluate a community engagement policy that requires all park facility construction and redevelopment projects to have a community engagement plan. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-3. - Community Engagement Plan.

All park facility construction and redevelopment projects require a community engagement plan. The community engagement plan shall be developed in consultation with established neighborhood organizations. When possible, other representative community groups and under-represented groups shall be involved in the development of the plan. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-4. - Community Advisory Committee—Creation and Authority.

The Minneapolis Park and Recreation Board shall cause a community advisory committee to be created when recommended within a community engagement plan. The community advisory committee shall be balanced and representative of the interests impacted by the proposed park facility construction or redevelopment project. The community advisory committee shall have the authority to make recommendations to the designated Committee of the Board on the proposed park facility construction and redevelopment project. The Board of Commissioners shall have the authority to cause the creation

and approve the charge and composition of a community advisory committee for topics of its choosing. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-5. - Community Advisory Committee—Meetings and Recommendation.

All meetings shall be open to the public. Any person may appear and speak at a meeting either in person or by a duly appointed representative. Upon conclusion of public input, the community advisory committee shall announce its recommendation or shall lay the proposal over to a subsequent meeting. Records shall be kept on file at the Park Board office of attendance, meetings, agendas, handouts and committee actions. All recommendations of the community advisory committee shall be presented at the public hearing of the designated Committee of the Board. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-6. - Committee of the Board Public Hearing.

A Committee of the Board shall hold a public hearing on all project that include recommendations of a community advisory committee. The chair or acting chair may set the parameters of testimony to be received from interested parties. Any person may appear and testify at a hearing either in person or by a duly appointed representative. After reviewing the community advisory committee's recommendations and after the conclusion of public testimony, the Committee of the Board shall announce its decision or shall lay the matter over to a subsequent meeting. The Committee of the Board shall keep records of its public hearing and official actions. Decisions of the Committee of the Board shall be dated and forwarded to the full Board. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-7. - Community Advisory Committee Meeting and Public Hearing Notice.

The Minneapolis Park and Recreation Board shall create and maintain a notification process that addresses all community advisory committee meetings and public hearings for a project. This process shall require a ten (10) day notice of the first meeting in a newspaper of general circulation, of park councils and registered neighborhood groups and all owners of records of property located in whole or in part within three (3) city blocks of the project area. The notice shall comply with all other notice requirements of Minnesota's Open Meeting Law. Failure to give mailed notice to all affected parties, or defects in the notice, shall not invalidate the process or proceedings. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99 ; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-8, PB11-9. - Reserved.

Editor's note— Pk. Bd. Ord. No. 2011-103, § 1, adopted November 9, 2011, repealed §§ PB11-8, PB11-9, which pertained to Full Park Board Hearing Notice and Public Hearing of Appeal. See also the Park Board Comparative Table.

AMENDMENT NUMBER ONE TO
MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL TRANSIT ADMINISTRATION
AND
THE MINNESOTA HISTORIC PRESERVATION OFFICE
REGARDING
THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA

WHEREAS, the Memorandum of Agreement (AGREEMENT) for the Metro Blue Line Extension Light Rail Transit Project (PROJECT) was executed on August 25, 2016;

WHEREAS, the Federal Transit Administration (FTA) previously designated professionally qualified staff of the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT CRU) to assist with some aspects of the Section 106 review process, including initiating the consultation process, defining the area of potential effect (APE), identifying historic properties, assessing effects and coordinating consultation with concurring parties, with FTA remaining responsible for designating consulting parties and making all findings and determinations pursuant to 36 CFR Part 800;

WHEREAS, MnDOT CRU no longer accepts FTA's designation to assist the FTA in meeting its responsibilities under Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108);

WHEREAS, pursuant to 36 CFR § 800.2(a)(3), this amendment designates the Metropolitan Council (COUNCIL) to fulfill the PROJECT role previously designated to the MnDOT CRU with a COUNCIL employee or contracted historic preservation professional(s) who meet(s) the Secretary of the Interior's Professional Qualification Standards (48 FR 44738-44739) in the appropriate field(s) for the activity (SOI-Qualified Professionals);

WHEREAS, the COUNCIL shall administer the implementation of the PROJECT and shall complete the stipulations of the AGREEMENT, as amended, and FTA shall be responsible for ensuring that the COUNCIL's implementation of the PROJECT meets the terms of the AGREEMENT and FTA remains responsible for designating consulting parties and making all findings and determinations pursuant to 36 CFR Part 800; and

WHEREAS, FTA will send a copy of this executed amendment to the ACHP and the Consulting Parties.

NOW, THEREFORE, in accordance with Stipulation XIX.B of the AGREEMENT, FTA and the Minnesota Historic Preservation Office (MnHPO) agree to amend the AGREEMENT as follows:

1. Amend the introductory sentence to the "Stipulations" on Page 4 to read as follows: "FTA, with the assistance of the COUNCIL, will carry out the terms of this AGREEMENT and shall require, as a condition of approval of FTA funding or USACE permit for the PROJECT, adherence to the stipulations of this AGREEMENT."
2. Replace "MnDOT CRU" with "the COUNCIL's Preservation Lead, as described in Stipulation XV.B," in Stipulation I.B.i.

3. Remove all references to MnDOT CRU from the following Stipulations:
Stipulation II.A,
Stipulation XI, and
Stipulation XII.
4. Replace “the MnDOT CRU website” with “the PROJECT website” in Stipulation VII.C.iv.
5. Replace Stipulation XV.B with the following:
 - B. FTA shall ensure that all activities carried out pursuant to this AGREEMENT shall be done by, or under the direct supervision of, SOI-Qualified Professionals in the appropriate field. The COUNCIL shall employ or contract with SOI-Qualified Professional(s) to advise the COUNCIL in implementing this AGREEMENT and to assist FTA as required (the “COUNCIL’s Preservation Lead”).The COUNCIL shall notify all parties to this AGREEMENT once an individual is selected to serve as its Preservation Lead. The notification shall include the Preservation Lead’s contact information. If the COUNCIL contracts with an individual, the notification shall also include the name and contact information for the COUNCIL staff member responsible for the contract. The reporting process outlined in Stipulation XVI shall also document the name and contact information for the Preservation Lead.
6. Substitute “the COUNCIL’s Preservation Lead” for all remaining instances of “MnDOT CRU” in the Stipulations.

This amendment shall be effective upon execution by the Signatories and Invited Signatories.

SIGNATURE PAGE

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REGARDING
THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

SIGNATORY

FEDERAL TRANSIT ADMINISTRATION

By: KELLEY BROOKINS Digitally signed by KELLEY BROOKINS
Date: 2022.09.01 13:34:04 -05'00'

Date: September 1, 2022

Kelley Brookins, Region 5 Regional Administrator

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA

SIGNATORY

MINNESOTA HISTORIC PRESERVATION OFFICE

By: _____



Amy Spong, Deputy State Historic Preservation Officer

Date: _____

8/30/2022

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

INVITED SIGNATORY

METROPOLITAN COUNCIL

By: *Mary Bogie*

Date: Aug 30, 2022

Mary Bogie, Regional Administrator

SIGNATURE PAGE

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THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT
HENNEPIN COUNTY, MINNESOTA**

INVITED SIGNATORY

MINNESOTA DEPARTMENT OF TRANSPORTATION

By: Nancy Daubenberger

 Digitally signed by Nancy Daubenberger
Date: 2022.09.15 14:59:30 -05'00'

Nancy Daubenberger, Commissioner

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA

INVITED SIGNATORY

CITY OF ROBBINSDALE

By: 

William A. Blouigan, Mayor

Date: 9/20/2022

And

By: 

Tim Sandvik, City Manager

Date: 9/20/2022

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

HENNEPIN COUNTY

By: *Daniel E Soler*
Daniel E Soler (Sep 27, 2022 16:17 CDT)

Date: Sep 27, 2022

Daniel Soler, Director, Transit and Mobility Department, Hennepin County Public Works

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF BROOKLYN PARK

By: *Jay Stroebel*

Jay Stroebel, City Manager

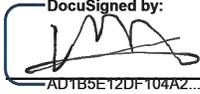
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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF GOLDEN VALLEY

By:  DocuSigned by:
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Date: 9/20/2022

Tim Cruikshank, City Manager

SIGNATURE PAGE

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CONCURRING PARTY

CITY OF MINNEAPOLIS

By:  Date: Sept 01, 2022

Andrea Brennan, Executive Director, CPED

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

MINNEAPOLIS HERITAGE PRESERVATION COMMISSION

By:  _____
Kimberly Sandbulte, Vice-Chair

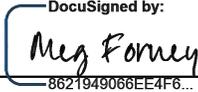
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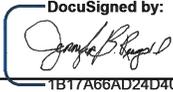
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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

MINNEAPOLIS PARK AND RECREATION BOARD

By: _____  _____ Date: 9/26/2022
Meg Forney, President

And

By: _____  _____ Date: 9/26/2022
Jennifer Ringold, Deputy Superintendent and Board Secretary

Cultural Resources Attachments:
Re-Opening Consultation Letters (08/2023)

BLRT Section 106 Consulting Party Contacts - MOA

Organization	Contact Name	Title	Email	Address	Phone	Other contacts	Other email	Other Address	Other Phone
SHPO	Sarah Beimers	Environmental Review Program Manager	sarah.beimers@state.mn.us	State Historic Preservation Office Administration Building, #203 50 Sherburne Ave St. Paul, MN 55155-1402	651-201-3290	General SHPO review email	ENReviewSHPO@state.mn.us		
USACE (previously delegated Section 106 authority to FTA)	Meghan Brown	Regulatory Project Manager, USACE St. Paul District	Meghan.J.Brown@usace.army.mil	St. Paul District Regulatory Division US Army Corps of Engineers 1114 South Oak Street La Crescent, Minnesota 55947-1560	612-290-5688	Nancy Komulainen-Dillenburg, Tribal Liaison, Archaeologist	Nancy.S.Komulainen-Dillenburg@usace.army.mil	St. Paul District Regulatory Division US Army Corps of Engineers 4111 Technology Drive NE Suite 295 Bemidji, Minnesota 56601	651-290-5340
MnDOT	Katie Haun Shuring	Cultural Resources Unit Supervisor	katherine.haun-schuring@state.mn.us	Office of Environmental Stewardship Minnesota Department of Transportation 395 John Ireland Boulevard, Mail Stop 620 St. Paul, Minnesota 55155-1899	612-834-1195				
Hennepin County	Dan Soler	Director - Transit and Mobility	Daniel.Soler@hennepin.us	Hennepin County Public Works 300 South Sixth Street, A-2300 Minneapolis, MN 55487	612-990-9902	Cathy Gold	catherine.gold@hennepin.us	Hennepin County Public Works 300 South Sixth Street, A-2300 Minneapolis, MN 55487	612-596-9302
City of Robbinsdale	Tim Sandvik	City Manager	Tsandvik@ci.robbinsdale.mn.us	City of Robbinsdale 4100 Lakeview Avenue North Robbinsdale, MN 55422	763-531-1258 (direct) 612-682-3691 (cell)				
City of Brooklyn Park	Kimberly Berggren	Director of Community Development	Kimberly.berggren@brooklynpark.org	City Hall 5200 85th Ave. N. Brooklyn Park, MN 55443	763-493-8050	Paul Mogush, Planning Director Breanne Rothstein, Economic Development & Housing Director	Paul.Mogush@brooklynpark.org Breanne.Rothstein@BrooklynPark.org	City Hall 5200 85th Ave. N. Brooklyn Park, MN 55443	763-493-8051 763-493-8058
City of Crystal	John Sutter	Community Development Director	john.sutter@crystalmn.gov	City Hall 4141 Douglas Dr. N. Crystal, MN 55422	763-531-1130				
City of Golden Valley	Jason Zimmerman	Planning Manager	jzimmerman@goldenvalleymn.gov	City of Golden Valley 7800 Golden Valley Road Golden Valley, MN 55427	763-593-8099				
City of Minneapolis	Jim Voll	Planning Project Manager, CPED	james.voll@minneapolismn.gov	Public Service Building 505 Fourth Ave. S., Room 320 Minneapolis, MN 55415	612-673-3887				
City of Minneapolis HPC	Andrea Burke	Supervisor, Heritage Preservation, CPED	andrea.burke@minneapolismn.gov	Community Planning & Economic Development Public Service Center 505 Fourth Ave. S., Room 320 Minneapolis, MN 55415	612-357-8104	Erin Que, City Planner - Historic Preservation	erin.que@minneapolismn.gov	Community Planning & Economic Development Public Service Center 505 Fourth Ave. S., Room 320 Minneapolis, MN 55415	651-724-8466
Minneapolis Park and Recreation Board	Adam Arvidson	Director, Strategic Planning	aarvidson@minneapolisparkeboard.org	Minneapolis Park & Recreation Board 2117 West River Road Minneapolis, MN 55411	612-230-6470				

BLRT Section 106 Consulting Party Contacts - Local Organizations

Organization	Contact Name	Title	Email	Address	Phone	Other contacts	Other email	Other Address	Other Phone
Heritage Park Neighborhood Association			hpa@hpnampis.org	1000 Olson Memorial Highway Minneapolis, MN 55411	612-767-1061				
Jordan Area Community Council	Audua Pugh	Board Chair	jacexecutivedirector@gmail.com	2410 Girard Ave N, Door #6 Minneapolis, MN 55411	612-449-2587				
Brooklyn Historical Society	Diane Sannes		brooklynwebmaster@gmail.com makemfmeet@aol.com	5600 85th Ave N 2nd Flr Brooklyn Park, MN 55443	763-392-5356				
West Broadway Business and Area Coalition	Kristel Porter	Executive Director	kristel.porter@westbroadway.org	1011 W Broadway Ave # 202 Minneapolis, MN 55411	612-353-5178	Donna Sanders, Business Specialist	donna.sanders@westbroadway.org		

BLRT Section 106 Consulting Party Contacts - Tribes

Minnesota Tribes

Tribe	Contact Name	Title	Email	Address	Phone
Bois Forte Band of Chippewa Indians	Cathy Chavers	Chairwoman	Chavers@boisforte-nsn.gov	5344 Lakeshore Drive Nett Lake, MN 55772	218-757-3261
	Jaylen Strong	THPO	jaylen.strong@boisforte-nsn.gov	1500 Bois Forte Road Tower, MN 55790	218-753-6017
Fond du Lac Band of Lake Superior Chippewa	Kevin Dupuis	Chairman	kevindupuis@fdlrez.com	1720 Big Lake Rd Cloquet, MN 55720	218-879-4593
	Evan Schroeder	THPO	evanschroeder@fdlrez.com	1720 Big Lake Rd Cloquet, MN 55720	218-878-7129
Grand Portage Band of Lake Superior Chippewa	Robert "Bobby" Deschampe	Chairman	robertdeschampe@grandportage.com	PO Box 428 Grand Portage, MN 55605	218-475-2277
	Rob Hull	THPO	thpo@grandportage.com robhull@grandportage.com	PO Box 428 Grand Portage, MN 55605	218-475-0111
Leech Lake Band of Ojibwe	Faron Jackson, Sr.	Chairman	Faron.Jackson@llojibwe.org	190 Sailstar Drive NE Cass Lake, MN 56633	218-335-8200
	Amy Burnette	THPO	amy.burnette@llojibwe.org	190 Sailstar Drive NE Cass Lake, MN 56633	218-335-2940
Lower Sioux Indian Community	Robert Larsen	President	robert.larsen@lowersioux.com	PO Box 308, 39527 Res. Hwy 1 Morton, MN 56270	507-697-6185, ext. 8632
	Cheyenne St. John	THPO	cheyenne.stjohn@lowersioux.com	PO Box 308, 39527 Res. Hwy 1 Morton, MN 56270	507-697-8672 507-697-6321 (cell)
Mille Lacs Band of Ojibwe	Melanie Benjamin	Chief Executive	melanie.benjamin@millelacsband.com	43408 Oodena Drive Onamia, MN 56359	320-532-4181, ext. 7484
	Mike Wilson	THPO	mike.wilson@millelacsband.com	43408 Oodena Drive Onamia, MN 56359	320-364-0058
Prairie Island Indian Community	Johnny Johnson	President	johnny.johnson@piic.org	5636 Sturgeon Lake Road Welch, MN 55089	651-385-2554
	Noah White	THPO	noah.white@piic.org	5636 Sturgeon Lake Road Welch, MN 55089	651-385-4175
Red Lake Band of Chippewa Indians	Darrell Seki, Sr.	Chairman	dseki@redlakenation.org	15484 Migizi Drive Red Lake, MN 56671	218-679-3341
	Kade Ferris	THPO	kade.ferris@redlakenation.org	PO Box 274 Red Lake, MN 56671	218-679-1961
Shakopee Mdewakanton Sioux Community	Keith Anderson	Chairman	sara.dobesh@shakopeedakota.org	2330 Sioux Trail NW Prior Lake, MN 55372	952-445-8900
	Leonard Wabasha	THPO	leonard.wabasha@shakopeedakota.org	2330 Sioux Trail NW Prior Lake, MN 55372	952-496-6120
Upper Sioux Indian Community	Kevin Jensvold	Chairman	kevinj@upper Siouxcommunity-nsn.gov	5722 Travers Lane, PO Box 147 Granite Falls, MN 56241	320-564-6372
	Samantha Odegard	THPO	samanthao@upper Siouxcommunity-nsn.gov THPO@upper Siouxcommunity-nsn.gov	5722 Travers Lane, PO Box 147 Granite Falls, MN 56241	320-564-6334 320-292-3767
White Earth Nation of Minnesota Chippewa	Michael Fairbanks	Chairman	terrence.tibbetts@whiteearth-nsn.gov	35500 Eagle View Road Ogema, MN 56569	218-983-3285
	Jaime Arsenaault	THPO	Jaime.Arsenaault@whiteearth-nsn.gov	PO Box 418 White Earth, MN 56591	218-983-3285, ext. 5807
Minnesota Chippewa Tribe	Gary Frazer	Executive Director	gfraser@mnchippewatribe.org	15542 State Hwy 371 NW PO Box 217 Cass Lake, MN 56633	
	Cathy Chavers	Chairperson		PO Box 217 Cass Lake, MN 56633	218-335-8581
	Rob Hull	THPO	thpo@grandportage.com	PO Box 428 Grand Portage, MN 55605	218-475-0111

Non-Minnesota Tribes (previously consulted and identified ancestral ties)

Tribe	Contact Name	Title	Email	Address	Phone
Bad River Band of Lake Superior Chippewa	Michael Wiggins	Chairman	MikeW@badriver-nsn.gov	PO Box 39 Odanah, WI 54861	715-682-7111
	Edith Leso	THPO	thpo@badriver-nsn.gov	PO Box 39 Odanah, WI 54861	715-682-7123
Flandreau Santee Community	Anthony Reider	Chairperson	president@fsst.org anthony.reider@fsst.org	PO Box 283 Flandreau, SD 57028	605-997-3891
	Garrie Kills-A-Hundred	THPO	garrie.killsahundred@FSST.org	PO Box 283 Flandreau, SD 57028	605-864-1236
Fort Peck Assiniboine and Sioux Tribes	Floyd Azure	Chairman	fazure@fortpecktribes.net	501 Medicine Bear Road Poplar, MT 59255	406-768-2314
	Dyan Youpee	THPO	d.youpee@fortpecktribes.net	Cultural Resources PO Box 1027 Poplar, MT 59255	406-768-2382
Keweenaw Bay Indian Community	Kim Klopstein	President	tckim@kbic-nsn.gov	16429 Bear Town Rd. Baraga, MI 49908	906-353-6623
	Alden Connor	THPO	Aconnor@kbic-nsn.gov	16429 Bear Town Rd. Baraga, MI 49908	906-353-6623, ext. 4108
Lac Courte Oreilles Band of Lake Superior Chippewa	Louis Taylor	Chairman	louis.taylor@lco-nsn.gov	13394 West Trepania Road Hayward, WI 54843	715-634-8934
	Brian Bisonette	THPO	Bisonetteb@lco-nsn.gov	13394 West Trepania Road Hayward, WI 54843	715-634-8934
Lac du Flambeau Band of Lake Superior Chippewa	John Johnson, Sr.	President	jjohnson@ldftribe.com	PO Box 67 Lac du Flambeau, WI 54538	715-588-4206
	Sarah Thompson	THPO	sarah.thompson@ldftribe.com	PO Box 67 Lac du Flambeau, WI 54538	715-588-4831
Lac Vieux Desert Band of Lake Superior Chippewa	James Williams, Jr.	Chairman	jm.williams@lvdtribal.com	PO Box 249 Watersmeet, MI 49969	906-358-4577
	Alina Shively	THPO	alina.shively@lvd-nsn.gov	PO Box 249 Watersmeet, MI 49969	906-358-0137
Northern Cheyenne Tribe	Serena Wetherelt	President		PO Box 128 Lame Deer, MT 59043	406-477-6284
	Teanna Limpy	THPO	teanna.limpy@cheyennation.com	PO Box 128 Lame Deer, MT 59043	406-477-4839
Red Cliff Band of Lake Superior Chippewa Indians	Christopher Boyd	Chairperson	Chris.Boyd@redcliff-nsn.gov	88455 Pike Road Bayfield, WI 54814	715-779-3700
	Marvin Defoe	THPO	marvin.defoe@redcliff-nsn.gov	88455 Pike Road Bayfield, WI 54814	715-779-3761
Santee Sioux Nation	Roger Trudell	Chairman	rtrudell@santeedakota.org	108 Spirit Lake Ave. W Niobrara, NE 68760	402-857-2772
	Misty Frazier	THPO	ssn.thpo@gmail.com	425 Frazier Ave. N. Suite 2 Niobrara, NE 68760	402-857-3568
Sisseton-Wahpeton Oyate of the Lake Travers Reservation	Delbert Hopkins, Jr.	Chairman	chairman@swo-nsn.gov	PO Box 509 Agency Village, SD 57262-0509	605-698-3911
	Dianne Desrosiers	THPO	dianned@swo-nsn.gov	PO Box 907 Sisseton, SD 57262-0509	605-698-3584
Sokaogon Chippewa Community (Mole Lake Band)	Robert Vanzile, Jr.	Chairman	robert.vanzile@scc-nsn.gov	3051 Sand Lake Road Crandon, WI 54520	715-478-7500
	Michael LaRonge	THPO	michael.laronge@scc-nsn.gov	3051 Sand Lake Road Crandon, WI 54520	715-478-6448
Spirit Lake Tribe	Douglas Yankton, Sr.	Chairperson	slt-adminsec@spiritlakenation.com	PO Box 359 Fort Totten, ND 58335-0359	701-766-4221
	Kenneth Graywater, Jr.	THPO/Director	thpo@spiritlakenation.com kjgraywater@spiritlakenation.com	PO Box 198 Fort Totten, ND 58335-0359	701-766-4031
Standing Rock Sioux Tribe	Janet Alkire	Chairwoman		1 Standing Rock Ave Fort Yates, ND 58538	701-854-8500

	Jon Eagle	THPO	j.eagle@standingrock.org	PO Box D Fort Yates, ND 58538	701 854 2120
St. Croix Chippewa Indians of Wisconsin	William Reynolds	Chairman	williamr@stcroixojibwe-nsn.gov	24663 Angeline Ave. Webster, WI 54893	715-349-2195
	Wanda McFaggen	Director/THPO	wandam@stcroixojibwe-nsn.gov	24663 Angeline Ave. Webster, WI 54893	715-349-2195 x 5238
Mandan, Hidatsa and Arikara Nation (Three Affiliated Tribes)	Mark Fox	Chairman	chairmanfox@mhanation.com	404 Frontage Road New Town, ND 58763	701-627-4781
	Allen Demaray	THPO Director	ademaray@mhanation.com	404 Frontage Road New Town, ND 58763	701-627-6135
Turtle Mountain Band of Chippewa	Jamie Azure	Chairman	Jamie.Azure@tmbci.org	4180 Highway 281 Belcourt, ND 58316	701-477-2600
	Larus Longie	THPO	larus.longie@outlook.com	PO Box 900 Belcourt, ND 58316	701-477-2640

BLRT Local Organizations - No Response to 1st Invite

Organization	Contact Name	Title	Email	Address	Phone	Other contacts	Other email	Other Address	Other Phone
Hawthorne Neighborhood Council	Diana Hawkins	Executive Director	dhawkins@hncmpls.org info@hawthorneneighborhoodcouncil.org	2944 Emerson Ave N Minneapolis, MN 55411	612-529-6033 x205				
Harrison Neighborhood Association	Nichole Buehler	Executive Director	nichole@hnampls.org	503 Irving Ave N Suite #100 Minneapolis, MN 55405	612-360-0464	Mitchel Hansen Community Outreach Director	Mitchel@hnampls.org		
North Loop Neighborhood Association	Diane Merrifield	President	diamerrifield@mindbridgemarketing.com	512 River St Minneapolis, MN 55401					
The Camden Collective	Anna Gerdeen	Director	anna@thecamdencollective.org	4150 Dupont Ave N Minneapolis, MN 55412	763-498-3599				
Northside Residents Redevelopment Council	Martine Smaller	Executive Director	mssmaller@nrcc.org	1303 Golden Valley Rd Minneapolis, MN 55411	612-335-5924				
Old Highland Neighborhood Association			info@oldhighland.org	1514 Dupont Ave N Minneapolis, MN 55411	612-522-3812				
Robbinsdale Historical Society			admin@robbinsdale.org	4915 42nd Ave N Robbinsdale, MN 55422	763-260-1183				
Crystal Historical Society	Steve Adams	Founder/Acting Treasurer	adams.steven@comcast.net		605-222-7445	Therese Kiser, Founder/Secretary/Crystal City Council	therese.kiser@crystalmn.gov		763-458-0030



U.S. Department
of Transportation
**Federal Transit
Administration**

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Michigan, Minnesota,
Ohio, Wisconsin

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312-353-2789
312-886-0351 (fax)

August 2, 2023

Anna Gerdeen
Director
The Camden Collective
4150 Dupont Ave N
Minneapolis, MN 55412

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation, Invitation to Participate in Section 106
Consultation, Section 106 Compliance Plan

Dear Anna Gerdeen,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. A previous invitation to participate in the Section 106 consultation process was provided to your organization on December 14, 2022. However, we are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO) that outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in

historic properties that may be affected by the Project, you are invited to participate in this consultation process. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota (MOA)*, which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined APE as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details.

If you or an agency or organization that you are affiliated with would like to accept this invitation to be a Consulting Party, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request that you respond prior to the consultation meeting on August 7, 2023 if you would like to be a Consulting Party. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council

*Re-Opening of Section 106 Consultation, Invitation to Participate in
Section 106 Consultation, and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 2, 2023

Steve Adams
Founder/Acting Treasurer
Crystal Historical Society

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation, Invitation to Participate in Section 106
Consultation, Section 106 Compliance Plan

Dear Steve Adams,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. A previous invitation to participate in the Section 106 consultation process was provided to your organization on December 14, 2022. However, we are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO) that outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

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roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

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As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

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Project Description

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Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined APE as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details.

If you or an agency or organization that you are affiliated with would like to accept this invitation to be a Consulting Party, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request that you respond prior to the consultation meeting on August 7, 2023 if you would like to be a Consulting Party. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council

*Re-Opening of Section 106 Consultation, Invitation to Participate in
Section 106 Consultation, and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 2, 2023

Nichole Buehler
Executive Director
Harrison Neighborhood Association
503 Irving Ave N Suite #100
Minneapolis, MN 55405

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation, Invitation to Participate in Section 106
Consultation, Section 106 Compliance Plan

Dear Nichole Buehler,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. A previous invitation to participate in the Section 106 consultation process was provided to your organization on December 14, 2022. However, we are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO) that outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in

historic properties that may be affected by the Project, you are invited to participate in this consultation process. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota (MOA)*, which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

*Re-Opening of Section 106 Consultation, Invitation to Participate in
Section 106 Consultation, and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
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312-353-2789
312-886-0351 (fax)

August 2, 2023

Diana Hawkins
Executive Director
Hawthorne Neighborhood Council
2944 Emerson Ave N
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation, Invitation to Participate in Section 106
Consultation, Section 106 Compliance Plan

Dear Diana Hawkins,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. A previous invitation to participate in the Section 106 consultation process was provided to your organization on December 14, 2022. However, we are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO) that outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in

historic properties that may be affected by the Project, you are invited to participate in this consultation process. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota (MOA)*, which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined APE as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details.

If you or an agency or organization that you are affiliated with would like to accept this invitation to be a Consulting Party, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request that you respond prior to the consultation meeting on August 7, 2023 if you would like to be a Consulting Party. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council

*Re-Opening of Section 106 Consultation, Invitation to Participate in
Section 106 Consultation, and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
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Michigan, Minnesota,
Ohio, Wisconsin

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312-886-0351 (fax)

August 2, 2023

Diane Merrifield
President
North Loop Neighborhood Association
512 River St
Minneapolis, MN 55401

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation, Invitation to Participate in Section 106
Consultation, Section 106 Compliance Plan

Dear Diane Merrifield,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. A previous invitation to participate in the Section 106 consultation process was provided to your organization on December 14, 2022. However, we are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO) that outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in

historic properties that may be affected by the Project, you are invited to participate in this consultation process. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota (MOA)*, which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined APE as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details.

If you or an agency or organization that you are affiliated with would like to accept this invitation to be a Consulting Party, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request that you respond prior to the consultation meeting on August 7, 2023 if you would like to be a Consulting Party. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council

*Re-Opening of Section 106 Consultation, Invitation to Participate in
Section 106 Consultation, and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
Administration**

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Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 2, 2023

Martine Smaller
Executive Director
Northside Residents Redevelopment Council
1303 Golden Valley Rd
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation, Invitation to Participate in Section 106
Consultation, Section 106 Compliance Plan

Dear Martine Smaller,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. A previous invitation to participate in the Section 106 consultation process was provided to your organization on December 14, 2022. However, we are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO) that outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in

historic properties that may be affected by the Project, you are invited to participate in this consultation process. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota (MOA)*, which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined APE as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details.

If you or an agency or organization that you are affiliated with would like to accept this invitation to be a Consulting Party, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request that you respond prior to the consultation meeting on August 7, 2023 if you would like to be a Consulting Party. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council

*Re-Opening of Section 106 Consultation, Invitation to Participate in
Section 106 Consultation, and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

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Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 2, 2023

Old Highland Neighborhood Association
1514 Dupont Ave N
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation, Invitation to Participate in Section 106
Consultation, Section 106 Compliance Plan

Dear ,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. A previous invitation to participate in the Section 106 consultation process was provided to your organization on December 14, 2022. However, we are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO) that outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

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Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined APE as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details.

If you or an agency or organization that you are affiliated with would like to accept this invitation to be a Consulting Party, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request that you respond prior to the consultation meeting on August 7, 2023 if you would like to be a Consulting Party. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council

*Re-Opening of Section 106 Consultation, Invitation to Participate in
Section 106 Consultation, and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
Administration**

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Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 2, 2023

Robbinsdale Historical Society
4915 42nd Ave N
Robbinsdale, MN 55422

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation, Invitation to Participate in Section 106
Consultation, Section 106 Compliance Plan

Dear ,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. A previous invitation to participate in the Section 106 consultation process was provided to your organization on December 14, 2022. However, we are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO) that outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in historic properties that may be affected by the Project, you are invited to participate in this consultation process. If you would like more information on the Section 106 process or the

roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined APE as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details.

If you or an agency or organization that you are affiliated with would like to accept this invitation to be a Consulting Party, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request that you respond prior to the consultation meeting on August 7, 2023 if you would like to be a Consulting Party. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council

*Re-Opening of Section 106 Consultation, Invitation to Participate in
Section 106 Consultation, and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Michigan, Minnesota,
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312-353-2789
312-886-0351 (fax)

August 2, 2023

Kimberly Berggren
Director of Community Development
City of Brooklyn Park
City Hall
5200 85th Ave. N.
Brooklyn Park, MN 55443

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Kimberly Berggren

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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Michigan, Minnesota,
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312-353-2789
312-886-0351 (fax)

August 2, 2023

John Sutter
Community Development Director
City of Crystal
City Hall
4141 Douglas Dr. N.
Crystal, MN 55422

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear John Sutter

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
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312-886-0351 (fax)

August 2, 2023

Jim Voll
Planning Project Manager, CPED
City of Minneapolis
Public Service Building
505 Fourth Ave. S., Room 320
Minneapolis, MN 55415

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Jim Voll

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
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312-886-0351 (fax)

August 2, 2023

Tim Sandvick
City Manager
City of Robbinsdale
City of Robbinsdale
4100 Lakeview Avenue North
Robbinsdale, MN 55422

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Tim Sandvick

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
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August 2, 2023

Jason Zimmerman
Planning Manager
City of Golden Valley
City of Golden Valley
7800 Golden Valley Road
Golden Valley, MN 55427

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Jason Zimmerman

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



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August 2, 2023

Dan Soler
Director - Transit and Mobility
Hennepin County
Hennepin County Public Works
300 South Sixth Street, A-2300
Minneapolis, MN 55487

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Dan Soler

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



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312-886-0351 (fax)

August 2, 2023

Katie Haun Shuring
Cultural Resources Unit Supervisor
MnDOT
Office of Environmental Stewardship
Minnesota Department of Transportation
395 John Ireland Boulevard, Mail Stop 620
St. Paul, Minnesota 55155-1899

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Katie Haun Shuring

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in

consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
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312-886-0351 (fax)

August 2, 2023

Andrea Burke

Supervisor, Heritage Preservation, CPED
City of Minneapolis HPC
Community Planning & Economic Development
Public Service Center
505 Fourth Ave. S., Room 320
Minneapolis, MN 55415

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Andrea Burke

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

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For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 2, 2023

Adam Arvidson

Director, Strategic Planning
Minneapolis Park and Recreation Board
Minneapolis Park & Recreation Board
2117 West River Road
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Adam Arvidson

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
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Michigan, Minnesota,
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312-886-0351 (fax)

August 2, 2023

Sarah Beimers
Environmental Review Program Manager
SHPO
State Historic Preservation Office
Administration Building, #203
50 Sherburne Ave
St. Paul, MN 55155-1402

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Sarah Beimers

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in

consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
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Michigan, Minnesota,
Ohio, Wisconsin

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312-886-0351 (fax)

August 2, 2023

Meghan Brown
Regulatory Project Manager, USACE St. Paul District
USACE (previously delegated Section 106 authority to FTA)
St. Paul District Regulatory Division
US Army Corps of Engineers
1114 South Oak Street
La Crescent, Minnesota 55947-1560

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Meghan Brown

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in

consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
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Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 2, 2023

Diane Sannes
Brooklyns Historical Society
5600 85th Ave N 2nd Flr
Brooklyn Park, MN 55443

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Diane Sannes,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

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Project Description

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Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



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Michigan, Minnesota,
Ohio, Wisconsin

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312-353-2789
312-886-0351 (fax)

August 2, 2023

Heritage Park Neighborhood Association
1000 Olson Memorial Highway
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Heritage Park Neighborhood Association,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis,

Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
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**Federal Transit
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Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
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312-353-2789
312-886-0351 (fax)

August 2, 2023

Audua Pugh
Board Chair
Jordan Area Community Council
2410 Girard Ave N, Door #6
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Audua Pugh,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

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For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



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312-886-0351 (fax)

August 2, 2023

Kristel Porter
Executive Director
West Broadway Business and Area Coalition
1011 W Broadway Ave # 202
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Kristel Porter,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan



U.S. Department
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Michigan, Minnesota,
Ohio, Wisconsin

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August 2, 2023

Diane Sannes
Brooklyns Historical Society
5600 85th Ave N 2nd Flr
Brooklyn Park, MN 55443

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Diane Sannes,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

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For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
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*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Michigan, Minnesota,
Ohio, Wisconsin

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Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 2, 2023

Heritage Park Neighborhood Association
1000 Olson Memorial Highway
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Heritage Park Neighborhood Association,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
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Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
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Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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August 2, 2023

Audua Pugh
Board Chair
Jordan Area Community Council
2410 Girard Ave N, Door #6
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Audua Pugh,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
Administration**

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Michigan, Minnesota,
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312-353-2789
312-886-0351 (fax)

August 2, 2023

Kristel Porter
Executive Director
West Broadway Business and Area Coalition
1011 W Broadway Ave # 202
Minneapolis, MN 55411

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Kristel Porter,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Your organization was part of previous Section 106 consultation for this Project, or recently accepted an invitation to participate in the Section 106 consultation process.

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As a Consulting Party for the Project, attached for your reference and to inform Section 106 consultation moving forward is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines

the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region’s most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region’s northwest suburbs with the region’s system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined Area of Potential Effects as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details. A separate email invitation to the meeting will be provided.

We look forward to consulting with you on this project. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

- ecc: Hannah Smith, FTA
- Bill Wheeler, FTA
- Kelcie Young, Metropolitan Council
- Nick Landwer, Metropolitan Council
- Neha Damle, Metropolitan Council
- Dan Soler, Hennepin County
- Scott Reed, HDR
- Jenny Bring, HDR

*Re-Opening of Section 106 Consultation and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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312-886-0351 (fax)

Cathy Chavers
Chairwoman
Bois Forte Band of Chippewa Indians
5344 Lakeshore Drive
Nett Lake, MN 55772

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Cathy Chavers,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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312-886-0351 (fax)

Jaylen Strong
THPO
Bois Forte Band of Chippewa Indians
1500 Bois Forte Road
Tower, MN 55790

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Jaylen Strong,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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312-886-0351 (fax)

Kevin Dupuis
Chairman
Fond du Lac Band of Lake Superior Chippewa
1720 Big Lake Rd
Cloquet, MN 55720

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Kevin Dupuis,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Evan Shroeder
THPO
Fond du Lac Band of Lake Superior Chippewa
1720 Big Lake Rd
Cloquet, MN 55720

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Evan Shroeder,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project.

The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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Robert "Bobby" Deschampe
Chairman
Grand Portage Band of Lake Superior Chippewa
PO Box 428
Grand Portage, MN 55605

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Robert "Bobby" Deschampe,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Rob Hull
THPO
Grand Portage Band of Lake Superior Chippewa
PO Box 428
Grand Portage, MN 55605

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Rob Hull,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

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Project Description

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facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Faron Jackson, Sr.
Chairman
Leech Lake Band of Ojibwe
190 Sailstar Drive NE
Cass Lake, MN 56633

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Faron Jackson, Sr.,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Description

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facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Amy Burnette
THPO
Leech Lake Band of Ojibwe
190 Sailstar Drive NE
Cass Lake, MN 56633

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Amy Burnette,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
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Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Robert Larsen
President
Lower Sioux Indian Community
PO Box 308, 39527 Res. Hwy 1
Morton, MN 56270

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Robert Larsen,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project.

The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Cheyenne St. John
THPO
Lower Sioux Indian Community
PO Box 308, 39527 Res. Hwy 1
Morton, MN 56270

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Cheyenne St. John,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Melanie Benjamin
Chief Executive
Mille Lacs Band of Ojibwe
43408 Oodena Drive
Onamia, MN 56359

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Melanie Benjamin,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

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As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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312-886-0351 (fax)

Mike Wilson
THPO
Mille Lacs Band of Ojibwe
43408 Oodena Drive
Onamia, MN 56359

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Mike Wilson,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Description

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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312-353-2789
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Johnny Johnson
President
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Johnny Johnson,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Noah White
THPO
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Noah White,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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312-886-0351 (fax)

Darrell Seki, Sr.
Chairman
Red Lake Band of Chippewa Indians
15484 Migizi Drive
Red Lake, MN 56671

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Darrell Seki, Sr.,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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312-886-0351 (fax)

Kade Ferris
THPO
Red Lake Band of Chippewa Indians
PO Box 274
Red Lake, MN 56671

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Kade Ferris,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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312-886-0351 (fax)

Keith Anderson
Chairman
Shakopee Mdewakanton Sioux Community
2330 Sioux Trail NW
Prior Lake, MN 55372

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Keith Anderson,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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312-353-2789
312-886-0351 (fax)

Leonard Wabasha
THPO
Shakopee Mdewakanton Sioux Community
2330 Sioux Trail NW
Prior Lake, MN 55372

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Leonard Wabasha,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
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Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Kevin Jenvold
Chairman
Upper Sioux Indian Community
5722 Travers Lane, PO Box 147
Granite Falls, MN 56241

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Kevin Jenvold,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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312-886-0351 (fax)

Samantha Odegard
THPO
Upper Sioux Indian Community
5722 Travers Lane, PO Box 147
Granite Falls, MN 56241

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Samantha Odegard,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
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Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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312-886-0351 (fax)

Michael Fairbanks
Chairman
White Earth Nation of Minnesota Chippewa
35500 Eagle View Road
Ogema, MN 56569

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Michael Fairbanks,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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312-886-0351 (fax)

Jaime Arsenault
THPO
White Earth Nation of Minnesota Chippewa
PO Box 418
White Earth, MN 56591

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Jaime Arsenault,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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Gary Frazer
Executive Director
Minnesota Chippewa Tribe
15542 State Hwy 371 NW
PO Box 217
Cass Lake, MN 56633

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Gary Frazer,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
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Enclosures: Attachment A: BLRT Section 106 Compliance Plan

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BLRT Section 106 Compliance Plan**



U.S. Department
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Michael Wiggins
Chairman
Bad River Band of Lake Superior Chippewa
PO Box 39
Odanah, WI 54861

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Michael Wiggins,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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Edith Leso
THPO
Bad River Band of Lake Superior Chippewa
PO Box 39
Odanah, WI 54861

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Edith Leso,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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312-886-0351 (fax)

Anthony Reider
Chairperson
Flandreau Santee Community
PO Box 283
Flandreau, SD 57028

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Anthony Reider,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Garrie Kills-A-Hundred
THPO
Flandreau Santee Community
PO Box 283
Flandreau, SD 57028

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Garrie Kills-A-Hundred,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Floyd Azure
Chairman
Fort Peck Assiniboine and Sioux Tribes
501 Medicine Bear Road
Poplar, MT 59255

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Floyd Azure,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
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Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Dyan Youpee
THPO
Fort Peck Assiniboine and Sioux Tribes
Cultural Resources
PO Box 1027
Poplar, MT 59255

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Dyan Youpee,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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**Federal Transit
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312-886-0351 (fax)

Kim Klopstein
President
Keweenaw Bay Indian Community
16429 Bear Town Rd.
Baraga, MI 49908

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Kim Klopstein,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Alden Connor
THPO
Keweenaw Bay Indian Community
16429 Bear Town Rd.
Baraga, MI 49908

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Alden Connor,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

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facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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312-886-0351 (fax)

Louis Taylor
Chairman
Lac Courte Oreilles Band of Lake Superior Chippewa
13394 West Trepania Road
Hayward, WI 54843

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Louis Taylor,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Background

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Project Description

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facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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312-886-0351 (fax)

Brian Bisonette
THPO
Lac Courte Oreilles Band of Lake Superior Chippewa
13394 West Trepania Road
Hayward, WI 54843

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Brian Bisonette,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
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Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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John Johnson, Sr.
President
Lac du Flambeau Band of Lake Superior Chippewa
PO Box 67
Lac du Flambeau, WI 54538

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear John Johnson, Sr.,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Sarah Thompson
THPO
Lac du Flambeau Band of Lake Superior Chippewa
PO Box 67
Lac du Flambeau, WI 54538

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Sarah Thompson,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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312-886-0351 (fax)

James Williams, Jr.
Chairman
Lac Vieux Desert Band of Lake Superior Chippewa
PO Box 249
Watersmeet, MI 49969

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear James Williams, Jr.,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

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Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Alina Shively
THPO
Lac Vieux Desert Band of Lake Superior Chippewa
PO Box 249
Watersmeet, MI 49969

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Alina Shively,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Serena Wetherelt
President
Northern Cheyenne Tribe
PO Box 128
Lame Deer, MT 59043

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Serena Wetherelt,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Teanna Limpy
THPO
Northern Cheyenne Tribe
PO Box 128
Lame Deer, MT 59043

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Teanna Limpy,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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312-886-0351 (fax)

Christopher Boyd
Chairperson
Red Cliff Band of Lake Superior Chippewa Indians
88455 Pike Road
Bayfield, WI 54814

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Christopher Boyd,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Marvin Defoe
THPO
Red Cliff Band of Lake Superior Chippewa Indians
88455 Pike Road
Bayfield, WI 54814

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Marvin Defoe,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

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For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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312-886-0351 (fax)

Roger Trudell
Chairman
Santee Sioux Nation
108 Spirit Lake Ave. W
Niobrara, NE 68760

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Roger Trudell,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Misty Frazier
THPO
Santee Sioux Nation
425 Frazier Ave. N. Suite 2
Niobrara, NE 68760

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Misty Frazier,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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312-886-0351 (fax)

Delbert Hopkins, Jr.
Chairman
Sisseton-Wahpeton Oyate of the Lake Travers Reservation
PO Box 509
Agency Village, SD 57262-0509

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Delbert Hopkins, Jr.,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Dianne Desrosiers
THPO
Sisseton-Wahpeton Oyate of the Lake Travers Reservation
PO Box 907
Sisseton, SD 57262-0509

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Dianne Desrosiers,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
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Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Robert Vanzile, Jr.
Chairman
Sokaogon Chippewa Community (Mole Lake Band)
3051 Sand Lake Road
Crandon, WI 54520

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Robert Vanzile, Jr.,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
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Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Michael LaRonge
THPO
Sokaogon Chippewa Community (Mole Lake Band)
3051 Sand Lake Road
Crandon, WI 54520

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Michael LaRonge,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



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Ohio, Wisconsin

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312-886-0351 (fax)

Douglas Yankton, Sr.
Chairperson
Spirit Lake Tribe
PO Box 359
Fort Totten, ND 58335-0359

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Douglas Yankton, Sr.,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
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Kenneth Graywater, Jr.
THPO/Director
Spirit Lake Tribe
PO Box 198
Fort Totten, ND 58335-0359

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Kenneth Graywater, Jr.,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
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312-886-0351 (fax)

Janet Alkire
Chairwoman
Standing Rock Sioux Tribe
1 Standing Rock Ave
Fort Yates, ND 58538

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Janet Alkire,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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312-886-0351 (fax)

Jon Eagle
THPO
Standing Rock Sioux Tribe
PO Box D
Fort Yates, ND 58538

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Jon Eagle,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

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Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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Ohio, Wisconsin

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312-353-2789
312-886-0351 (fax)

William Reynolds
Chairman
St. Croix Chippewa Indians of Wisconsin
24663 Angeline Ave.
Webster, WI 54893

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear William Reynolds,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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**Federal Transit
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312-353-2789
312-886-0351 (fax)

Wanda McFaggen
Director/THPO
St. Croix Chippewa Indians of Wisconsin
24663 Angeline Ave.
Webster, WI 54893

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Wanda McFaggen,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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Next Steps

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Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
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312-886-0351 (fax)

Mark Fox
Chairman
Mandan, Hidatsa and Arikara Nation (Three Affiliated Tribes)
404 Frontage Road
New Town, ND 58763

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Mark Fox,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Allen Demaray
THPO Director
Mandan, Hidatsa and Arikara Nation (Three Affiliated Tribes)
404 Frontage Road
New Town, ND 58763

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Allen Demaray,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Jamie Azure
Chairman
Turtle Mountain Band of Chippewa
4180 Highway 281
Belcourt, ND 58316

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Jamie Azure,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The purpose of this letter is to initiate government-to-government consultation with your Tribe, provide details of the changes to the Project, and request Tribal input regarding historic, cultural, and archaeological resources that may be affected by the revised project. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Project Background

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride

facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Larus Longie
THPO
Turtle Mountain Band of Chippewa
PO Box 900
Belcourt, ND 58316

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan

Dear Larus Longie,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

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The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

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facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

If you have interest in the Project or information regarding historic, cultural, and archaeological resources that may be affected, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request your response within 30 days of receipt of this letter. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**

Cultural Resources Attachments: Responses to Invites

From: [Damle, Neha](#)
To: [Bring, Jennifer](#); [Reed, Scott](#); [Judd, Catherine](#)
Cc: [Young, Kelcie](#)
Subject: FW: METRO Blue Line Light Rail Extension - Re-opening Section 106 Consultation
Date: Friday, August 25, 2023 9:27:55 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jenny,
Here is Hannah's response.

Thanks!

From: Smith, Hannah (FTA) <hannah.smith@dot.gov>
Sent: Wednesday, August 23, 2023 3:32 PM
To: admin@robbinsdale.org
Cc: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>; Young, Kelcie <Kelcie.Young@metrotransit.org>; Damle, Neha <Neha.Damle@metrotransit.org>
Subject: RE: METRO Blue Line Light Rail Extension - Re-opening Section 106 Consultation

Thank you Kristi,

We will keep in contact as the process moves forward.

Thank you,

Hannah Smith
Environmental Protection Specialist
FTA R5
200 West Adams, Suite 320
Chicago, IL 60606

From: admin@robbinsdale.org <admin@robbinsdale.org>
Sent: Saturday, August 19, 2023 8:44 AM
To: Smith, Hannah (FTA) <hannah.smith@dot.gov>
Cc: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>; Young, Kelcie <Kelcie.Young@metrotransit.org>; neha.damle@metrotransit.org
Subject: Re: METRO Blue Line Light Rail Extension - Re-opening Section 106 Consultation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello, and thank you for inviting our organization, the Robbinsdale Historical Society, to participate in the Section 106 process. I apologize that I failed to reply for the August 7 discussion.

Please keep me informed of the process and progress of the compliance plan.

Thank you,
Kristi Gibson
Secretary, Robbinsdale Historical Society

On 2023-08-02 22:02, Bring, Jennifer wrote:

Hello,

In December of 2022, the Federal Transit Administration (FTA) invited your organization to participate in the Section 106 consultation process for the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project. We are officially re-opening the Section 106 consultation and, on behalf of FTA, are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party.

Attached for your reference is the Section 106 Compliance Plan developed in consultation with the Minnesota State Historic Preservation Office, which outlines the Area of Potential Effects (APE) for the updated project, as well as the approach for completing cultural resources studies to comply with Section 106. The compliance plan will be part of the discussion at the upcoming Consulting Parties meeting scheduled for 11 am to 12:30 pm on Monday, August 7th.

If you or an agency or organization that you are affiliated with would like to accept this invitation, we kindly request that you respond via email to Hannah Smith at hannah.smith@dot.gov we kindly request you respond prior to the consultation meeting on August 7, 2023.

Kind regards,

Jenny Bring

Jennifer Bring

Environmental Section Manager MN/WI

Senior Environmental Scientist/Project Manager

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us [1]

Links:

[1] <http://hdrinc.com/follow-us>

From: [Breiseth, Elizabeth \(FTA\)](#)
To: [Bring, Jennifer](#); "Young, Kelcie"
Cc: [Singh, Anshu \(FTA\)](#); [Smith, Hannah \(FTA\)](#)
Subject: FW: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Date: Tuesday, February 28, 2023 6:07:40 AM
Attachments: [BLRT_S106_New_CP_Invite_20230222 - West Broadway Coalition.pdf](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For the project file.

From: Donna Sanders <donna.sanders@westbroadway.org>
Sent: Monday, February 27, 2023 3:50 PM
To: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>
Cc: Kristel Porter <kristel.porter@westbroadway.org>
Subject: Fwd: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Elizabeth,
West Broadway Business and Area Coalition would like to accept the invitation, in the enclosed letter, to participate in the Section 106 process as a consulting party.
Thank you,

Donna Sanders
Business Specialist
West Broadway Business and Area Coalition
donna.sanders@westbroadway.org
763-338-0898

Kristel Porter
Executive Director
West Broadway Business and Area Coalition
kristel.porter@westbroadway.org

----- Forwarded message -----

From: **Bring, Jennifer** <Jennifer.Bring@hdrinc.com>
Date: Fri, Feb 24, 2023 at 2:13 PM
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

To: kristel.porter@westbroadway.org <kristel.porter@westbroadway.org>

Cc: donna.sanders@westbroadway.org <donna.sanders@westbroadway.org>, Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>

Hello, Kristel Porter,

My name is Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

On behalf of FTA, please find attached an invitation for you or your respective agency/organization to participate in the Section 106 process as a consulting party. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows.

If you or an agency or organization that you are affiliated with would like to accept this invitation, as indicated in the attached letter, we kindly request that you respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or via email with any questions. We look forward to hearing from you.

Kind regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Breiseth, Elizabeth \(FTA\)](#)
To: [Bring, Jennifer](#); "Young, Kelcie"
Cc: [Singh, Anshu \(FTA\)](#); [Smith, Hannah \(FTA\)](#)
Subject: FW: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Date: Tuesday, February 28, 2023 6:07:40 AM
Attachments: [BLRT_S106_New_CP_Invite_20230222 - West Broadway Coalition.pdf](#)

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For the project file.

From: Donna Sanders <donna.sanders@westbroadway.org>
Sent: Monday, February 27, 2023 3:50 PM
To: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>
Cc: Kristel Porter <kristel.porter@westbroadway.org>
Subject: Fwd: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

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Hello Elizabeth,
West Broadway Business and Area Coalition would like to accept the invitation, in the enclosed letter, to participate in the Section 106 process as a consulting party.
Thank you,

Donna Sanders
Business Specialist
West Broadway Business and Area Coalition
donna.sanders@westbroadway.org
763-338-0898

Kristel Porter
Executive Director
West Broadway Business and Area Coalition
kristel.porter@westbroadway.org

----- Forwarded message -----

From: **Bring, Jennifer** <Jennifer.Bring@hdrinc.com>
Date: Fri, Feb 24, 2023 at 2:13 PM
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

To: kristel.porter@westbroadway.org <kristel.porter@westbroadway.org>

Cc: donna.sanders@westbroadway.org <donna.sanders@westbroadway.org>, Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>

Hello, Kristel Porter,

My name is Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

On behalf of FTA, please find attached an invitation for you or your respective agency/organization to participate in the Section 106 process as a consulting party. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows.

If you or an agency or organization that you are affiliated with would like to accept this invitation, as indicated in the attached letter, we kindly request that you respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or via email with any questions. We look forward to hearing from you.

Kind regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Breiseth, Elizabeth \(FTA\)](#)
To: [Audua Pugh](#); [Cathy Spann](#)
Cc: [Bring, Jennifer](#); ["Young, Kelcie"](#)
Subject: RE: JACC will like to participate
Date: Friday, December 30, 2022 9:30:12 AM

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Audua,

Thank you for your interest in participating as a Section 106 consulting party for the BLRT project.

We will be in touch in the new year with additional information.

Thanks, Elizabeth

From: Audua Pugh <jaccexecutivedirector@gmail.com>
Sent: Tuesday, December 20, 2022 1:11 PM
To: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>; Cathy Spann <cathy@jordanmpls.org>
Subject: JACC will like to participate

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Elizabeth,

Jordan Area Community Council would like to participate in the BLRT project/process. My name is Audua Pugh and I am the board chair. Please contact me if you have any questions or concerns. Cathy Spann is a consultant and contractor on this project, as we are in transition of hiring a new Executive Director

We thank you for the invitation, have a great holiday, and we look forward to working with you next year! Take care!

Audua Pugh, Board Chair
Jordan Area Community Council
612-449-2587

From: [Breiseth, Elizabeth \(FTA\)](#)
To: makendmeet@aol.com
Cc: [Bring, Jennifer](#)
Subject: RE: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Date: Monday, December 19, 2022 12:28:33 PM

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Thank you for your interest in participating as consulting party under Section 106.

We will be in touch with next steps.

Thanks, Elizabeth

From: makendmeet@aol.com <makendmeet@aol.com>
Sent: Sunday, December 18, 2022 8:25 PM
To: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

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From Brk Historical Society
Diane Sannes

You can keep me informed -- I'm not sure how involved I will Be -Unless its about BPark Properties

Thank You
Diane

----- Forwarded message -----

From: **Bring, Jennifer** <Jennifer.Bring@hdrinc.com>
Date: Thu, Dec 15, 2022, 11:24 AM
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
To: brooklynswebmaster@gmail.com <brooklynswebmaster@gmail.com>
Cc: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>

Hello, Ms. Sannes,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its

implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

On behalf of FTA, please find attached an invitation for you or your respective agency/organization to participate in the Section 106 process as a consulting party. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows.

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Kind regards,
Jenny Bring

[Jennifer Bring](#)

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR
1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416
M 651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

From: [Breiseth, Elizabeth \(FTA\)](#)
To: [Christi Sullivan](#)
Cc: [Bring, Jennifer](#)
Subject: RE: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
Date: Monday, December 19, 2022 12:25:11 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your interest in participating as consulting party under Section 106.

We will be in touch with next steps.

Thanks, Elizabeth

From: Christi Sullivan <perki322@umn.edu>
Sent: Friday, December 16, 2022 8:04 AM
To: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>
Cc: Bring, Jennifer <jennifer.bring@hdrinc.com>
Subject: Re: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Our organization is interested in participating - please keep us updated as plans solidify.

Thanks!

Christi

On Thu, Dec 15, 2022 at 10:47 AM Bring, Jennifer <Jennifer.Bring@hdrinc.com> wrote:

Hello, Ms. Sullivan,

I am Jenny Bring and I am with HDR. We are working with the Federal Transit Administration (FTA) and the Metropolitan Council (local project sponsor) on the proposed METRO Blue Line Light Rail Extension (BLRT Extension) Project, approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The FTA will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations

(CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places.

On behalf of FTA, please find attached an invitation for you or your respective agency/organization to participate in the Section 106 process as a consulting party. Consulting parties receive project updates and materials to review and are invited to attend meetings to discuss and provide input at stages of the Section 106 process, such as the identification of historic properties or analysis to determine the potential effects on those properties. Participation is voluntary and flexible – you can choose whether to attend meetings or to comment as your schedule allows.

If you or an agency or organization that you are affiliated with would like to accept this invitation, we kindly request that you respond via email to Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov within 15 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or via email with any questions. We look forward to hearing from you.

Kind regards,
Jenny Bring

Jennifer Bring

*Environmental Section Manager MN/WI
Senior Environmental Scientist/Project Manager*

HDR

1601 Utica Ave. S. Suite 600
St. Louis Park, MN 55416

M 651.324.0432

Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us

--

Christi Sullivan, MPH

[Pronouns: She/Her](#)

Clinical Research Coordinator, [Translational NeuroEngineering Laboratory](#)

Department of Psychiatry, University of Minnesota

MTRF, 2001 6th St SE

Minneapolis, MN 55455

Cultural Resources Attachments:
Minnesota State Historic Preservation
Office (SHPO) Correspondence



Meeting Title:

Section 106 Coordination Meeting

Date:

August 11, 2022

Time: 1:00 -2:30 pm (CDT)

Location:

Microsoft Teams

Attendees:

Per meeting invite

Discussion Topics

1. Introductions & Meeting Purpose

- To initiate early coordination with the SHPO regarding the updated Blue Line Extension project.
- Elizabeth Breiseth announced that she will be taking over the Federal Preservation Officer role at FTA, but will remain engaged on the Blue Line Extension project for the time being.

2. Updated Project Overview

a. Modified Route

- Scott provided an overview of the corridor
- Brooklyn Park at 73rd Avenue is where project definition changes, route aligns onto CR 81 (center-running) through the remainder of Brooklyn Park, Crystal, and Robbinsdale; in the previous version of the project, the alignment followed the BNSF right of way south of 73rd Avenue.
- Two primary options being considered for Bass Lake Road Station – at grade or grade separated traffic lanes and at-grade LRT
- Station locations still being determined in downtown Robbinsdale, Lowry Avenue (North Memorial), Penn Avenue, and Emerson-Fremont Avenue
- Station near North Memorial Hospital will likely be a flyover and connect to an existing parking garage



- Emerson/Fremont area route alignment looking at options on West Broadway and 21st Avenue N
 - Lyndale route alignment still being determined, looking at alternative routes between West Broadway and Target Field Station
 - No questions/comments from SHPO
- b. Anticipated Schedule
- Anticipate re-opening Section 106 consultation this fall. If possible, hope to complete the Supplemental EIS process in 2023.

3. MOA Amendment

a. Status

- Sarah provided comments on the MOA amendment before the meeting. There was discussion regarding a couple of the comments received.
- FTA and Met Council legal will both review SHPO's comments and suggested revisions.
- It was clarified that Robbinsdale was an invited signatory to the MOA because of the quiet zones needed to minimize/mitigate authority effects; the quiet zones may still be needed.

b. Roles/Responsibilities

- In future communication, the person serving as Preservation Lead will be identified for all consulting parties.

4. Area of Potential Effects

- Elizabeth showed a figure illustrating what the APE would be if the previously defined parameters were used.
- For consistency with FTA's recent APE revisions on other transit projects in Minnesota, and for consistency with the rest of the region



- and nationally, FTA is looking at potential revisions to narrow the APE in locations based on proposed project alignment and design.
- The northern portion of the project (Brooklyn Park) is the best defined (~90% design) since it matches the previous alignment.
 - The remainder of the alignment is new and in early stages of design. A phased APE may be appropriate or possibly using the existing parameters for the new alignment and revise once more design detail is available.
 - Barbara mentioned that the MOA stipulates that properties within the identified or revised APE will be surveyed, so revising the APE now would be preferred to clarify the properties where survey is needed.

5. Survey Approach

- Jenny summarized the proposed approach for the architectural history survey
 - Per Stipulation I of the MOA, properties 50 years in age or older from the estimated start of construction date (currently anticipated to start in 2025) will be surveyed.
 - The first survey for the Blue Line Extension project was completed in 2012. Per the SHPO's survey guidelines, since the surveys for this project were completed within the last 10 years, it is assumed that resurvey of those properties will not be required. If there is a change in integrity of properties previously determined eligible, that will be documented.
 - Utilize county parcel data to identify properties that meet the minimum age requirement.
 - Complete an initial desktop assessment utilizing Google Street View imagery (dates from 2019-2022 along the corridor) and Hennepin County Cyclomedia imagery (dates from November 2020) to identify properties that may be potentially eligible.



- Combine the desktop assessment with a windshield survey to validate the imagery and facilitate identification of potential district/landscapes.
- The results of the desktop assessment, windshield survey, and research will identify properties that are potentially eligible. Field survey and photo-documentation will be completed for those properties.
- An example of a Phase I reconnaissance form using the Street View and Cyclomedia imagery was shown.
- To further facilitate historic property identification, we anticipate working with Met Council Outreach staff to connect with community members to gather information. There has been a lot of outreach with communities along the corridor so far, including an Anti-Displacement Working Group.
- Sarah indicated that the previous surveys for this project technically meet the guidance in the SHPO manual. However, she suggested looking at what contexts were available during the previous surveys and determine if there are any new contexts that have been developed that might prompt re-evaluation of previous properties.
- Sarah indicated that the example imagery looked acceptable and the proposed approach sounds feasible, but she would need to consult with their architectural historian, Ginny Way, to confirm.
- It was indicated that a compliance plan documenting the APE and proposed approach for formal review would be prepared for SHPO's formal review.

6. Re-opening Consultation

a. Consulting Parties

- Kelcie explained we have been working with MnDOT CRU to review the list of consulting parties and Tribes previously consulted. We anticipate adding some local neighborhood



groups, like the Old Highland Neighborhood Association. We coordinating with FTA to confirm the updated consulting parties list.

b. Engagement Opportunities

- There will be several anticipated consultation opportunities as the Section 106 consultation is reopened. The schedule is being updated and more detail regarding potential timing of those opportunities can be provided soon.
- Sarah recommended that the cover letter provided to consulting parties to reopen consultation should summarize the previous work and changes to date. It was confirmed that the letter would tell the story of how we got to where we are and explain any documentation included with the letter, like the compliance plan.

7. MOA Quarterly Reporting

- Since Section 106 consultation will be reopened, FTA suggests suspending the quarterly reporting
- The next quarterly report will be for activity through the end of August; in that report, would announce forthcoming reopening of 106 consultation, identify the Preservation Lead, and indicate the suspension of quarterly reports during consultation for the new route.
- The project website can also be updated to indicate the suspension of reporting.
- Sarah suggested possibly including language in the MOA amendment under Stipulation XVI indicating that FTA can suspend reporting if Section 106 consultation is reopened.

8. Next Steps/Action Items

- FTA and Met Council to forward suggested MOA amendment revisions to legal counsel for review.



- FTA, Met Council, and HDR to discuss possible revisions to the APE.
- HDR to determine what new contexts have been developed since the previous architectural history surveys for this project.
- FTA and Met Council to review consulting parties list.

9. Adjourn



Meeting Title:

Section 106 Coordination Meeting

Date:

January 12, 2023

Time: 11:00 am -12:00 pm (CDT)

Location:

Microsoft Teams

Attendees:

Per meeting invite

Bill Wheeler, FTA
Elizabeth Breiseth, FTA
Anshu Singh, FTA
Sarah Beimers, SHPO
Kelcie Young, Met Council
Neha Damle, Met Council
Jenny Bring, HDR
Jeanne Barnes, HDR
Scott Reed, HDR

Discussion Topics

1. Introductions & Meeting Purpose (5 minutes)
 - a. Since others on the call were previously introduced, Anshu introduced herself as new Environmental Protection Specialist (EPS) for FTA.

2. Updated Project Overview (15 minutes)
 - a. Modified Route
 - i. Since meeting in August, design has moved forward and refinements have been made to alternatives. The NOI to prepare Supplemental EIS under MEPA has been published, which includes the Project Definition that will be reviewed under MEPA and NEPA.
 - ii. Project remains same in Brooklyn Park to 73rd (northern project area). Through southern Brooklyn Park, Crystal, Robbinsdale, alignment runs down median of County 81/Bottineau Blvd. South of Crystal Airport near Bass Lake Rd, railroad extends to south, this is where the modified route starts to diverge more from the previously reviewed route.



Continues along 81 to Lowry Avenue where Bottineau Blvd. becomes West Broadway. Modified route includes alignment along east of I-94 and option along Lyndale Ave. A few options remain on table through heart of Minneapolis – either along West Broadway (southern alt) or divert to 21st Avenue (northern alt) – then across to east of I-94 or along Lyndale for each alternative.

- iii. These will be the alternatives consulted on through Section 106 process. Will eventually move to consult on the one Preferred Alternative.
- iv. Maps and visualizations available on project website: <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx> and <https://app.publiccoordinate.com/#/projects/BLRT/map>

b. Anticipated Schedule

- i. Working towards Amended ROD in Fall 2024
- ii. SDEIS anticipated to be published in Oct 2023
- iii. Section 106 consultation feeds into NEPA process, anticipate preliminary assessment of effects (AOE) in late spring 2023 to include in SDEIS; Final AOE will be in SFEIS.
- iv. Section 106 consultation will be part of the public outreach/participation process for NEPA to communicate and receive feedback on identification of and impacts to historic properties.
 - 1. Sarah: Need to be sure to advertise Section 106 content as part of the NEPA public meetings to engage public for their input. Also, should include an overview of the Section 106 process for those less familiar.
 - 2. Will assume eligibility if Phase II analysis is not complete before SDEIS
 - a. Sarah cautions this approach
 - b. Elizabeth reminded that there is an existing Memorandum of Agreement (MOA) for this project, which guides the additional identification efforts



- c. FTA wants to wait to amend the MOA until new historic properties are identified and effects to those properties to minimize the number of amendments. Some constraints on FTA – capital investment clock gives limited time for NEPA and 2021 IJA regulations require average of 2 years from NOI to amended ROD. Section 106 schedule will likely be a “living” document that flexes throughout the NEPA process and the pace for Section 106 can be adjusted, as needed.

3. Re-opening Consultation (5 minutes)

a. Consulting Parties

- i. In anticipation of formally re-opening Section 106 process, the previous Consulting Parties (CPs) list was reviewed, updated, and expanded, including tribes
 1. Tribal CPs remain unchanged – reviewed with MnDOT CRU and FTA
 2. Extended invites to 10-12 local community organizations along new corridor.
 3. Received response from 3 – Heritage Park Neighborhood Association, Jordan Area Community Council, and Brooklyns Historical Society.
 4. Old Highland Neighborhood (along Lyndale Avenue alignment) invited via address, email, phone, no response received (email also bounced back).
 5. Sarah does not have any contacts for the Old Highland Neighborhood. SHPO staff had a meeting with the West Broadway Business and Area Coalition regarding interest in local designation of some historic buildings and commercial areas along West Broadway – Sarah will provide those contacts.
 6. CP List will be provided to SHPO when finalized.



4. Compliance Plan Discussion (30 minutes)

a. Area of Potential Effects

- i. Re-examined APE for modified route, primarily to be in keeping with FTA's approach both regionally and nationally, APE in Compliance Plan reflects that.
- ii. Sarah appreciated the table and narrative. APE maps of entire corridor were requested.
- iii. Design details were not far enough along when Compliance Plan submitted to include detailed APE maps for entire alignment, but those are forthcoming.
- iv. FTA letter asked for SHPO to concur with rationale, SHPO expects to concur with the approach outlined.
- v. Sarah hired new environmental review archaeologist; she will be reviewing the plan prior to SHPO submitting comments.
- vi. Initial comments on architectural history approach:
 1. SHPO comment: MN survey manual requires survey of everything 45 years of age or older, not 50.
 - a. Response: The MOA stipulates survey of 50 years of age, not 45.
 2. SHPO comments: Task 1 mentions development of historic context but not really mentioned in task detail provided. What historic contexts are going to be developed for this project? Previously developed African American context ends in 1960s but there was movement into these neighborhoods from 1960s-70s. SHPO requested to review contexts before moving forward with next step. Need community to be involved in development of historic contexts. Don't know what you're looking for before you do the historic context.
 - a. Response: Previous historic contexts developed for the Bottineau survey have been reviewed, in particular to identify gaps between what has been documented and what will be documented. Looking at any that need to be expanded or



revised based on community feedback and input on resources or resource type.

3. SHPO comment: for large projects particularly, SHPO would like to provide feedback on contexts before survey and no survey should be conducted until context fully developed.

a. Response: Have very tight timeline for SDEIS and an existing MOA to rely upon. Contexts will be developed as appropriate.

vii. Elizabeth indicated this is FTA priority project – ask that SHPO review documents for this project before other FTA projects that may be submitted to SHPO

viii. Sarah confirmed that SHPO is no longer tolling reviews but requested an additional week to provide comments for the Compliance Plan.

b. Documentation Review Process

i. How can we make this easier for SHPO review? Batch forms?

ii. Sarah: Can submit forms via table – guidance on website. Can send more than one inventory form per PDF so long as there are chapters for ease of identification and separating out later. Can talk to Jim Krumrie re: process.

iii. Sarah: On E-line saw historic context and forms for properties where no further survey recommended first, then properties recommended for further work/Phase II later. Archaeology can come in on its own, if it makes sense.

iv. Team will discuss with FTA how to package documents for SHPO review and meet SDEIS timelines.

5. Next Steps/Action Items (5 minutes)

a. Look forward to getting comment letter from SHPO

b. APE maps, contexts, and inventory forms coming soon for SHPO review.

6. Adjourn



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

December 12, 2022

Sarah Beimers
Environmental Review Program Manager
Minnesota State Historic Preservation Office
Administration Building #203
50 Sherburne Avenue
Saint Paul, MN 55155

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Modified Route, APE Revisions, and Re-Opening of Section 106 Consultation
SHPO #2011-3773

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is writing to continue consultation under the terms of the Section 106 Memorandum of Agreement (MOA), amended September 20, 2022, between FTA and the Minnesota Historic Preservation Office (MnHPO) for the Metropolitan Council (Council) METRO Blue Line Extension Light Rail Transit (LRT) Project (Project).

As noted in our September 11, 2020, correspondence and discussed in our August 11, 2022, meeting, Hennepin County and the Council have worked with agency and community partners to explore opportunities to advance the Project without using BNSF Railway right of way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. Hennepin County and the Council recommended moving forward with a modified route on June 22, 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

Project Description

The proposed modified BLRT Extension route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park and is shown on Attachment A. The project still

includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. As with the previous route, the proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes.

The following modified route, described from north to south, meets the project's principles and stated goals, and will be advanced for supplemental environmental and cultural resources review:

- West Broadway Avenue (CSAH 103) from Oak Grove Parkway to 73rd Avenue North in Brooklyn Park. Includes stations at Oak Grove, 93rd Avenue, 85th Avenue, and Brooklyn Boulevard.
- Bottineau Boulevard (County Road 81) between 73rd Avenue North in Brooklyn Park to the intersection of County Road 81 and West Broadway Avenue in Minneapolis. Includes stations at 63rd Avenue and Bass Lake Road in Crystal, and stations in the downtown and at Lowry Avenue/North Memorial Hospital (Lowry Station) in Robbinsdale.
- West Broadway Avenue from County Road 81 to North Lyndale Avenue in North Minneapolis. This includes a design option along 21st Avenue North from North Irving Avenue to North Lyndale Avenue, one block to the north of West Broadway Avenue. Includes stations at Penn Avenue (CSAH 2) and North Emerson or North Fremont Avenue area.
- Two options will be evaluated to connect from West Broadway to Target Field Station:
 - North Lyndale Avenue to North 7th Street or Olson Memorial Highway (TH 55), eventually terminating at the existing Target Field Station in downtown Minneapolis. Includes a station at Plymouth Avenue North.
 - A new bridge over I-94 at either 21st Avenue or just south of Broadway Avenue, and an alignment running parallel to Washington Avenue east of I-94 that connects to Target Field Station using North 7th Street and 10th Ave North.

Exact locations of stations along the southern end of the route are still being refined; station study areas reflect general geographic areas where the stations could be located. As the design advances, final station locations will be identified.

The modified route includes potential new bridges or bridge reconstructions at several locations to accommodate LRT. Design options under consideration may also add or eliminate some of these potential new bridges or bridge reconstructions.

Area of Potential Effects

Although the project traverses almost all the same municipalities and has similar features (stations, park-and-ride facilities, OMF), the modified route follows a different alignment, a substantive change as defined in Stipulation III.A of the Amended MOA necessitating a reexamination of and a revision to the Area of Potential Effects (APE). Based on the potential

effects of the modified route and to align with APEs for similar FTA transit projects throughout the region and nationally, FTA has identified changes to the parameters of the previously defined APE. A summary of the previous parameters and the current APE parameters for both the archaeology and architecture/history APE, including a rationale for the changes, are summarized in the enclosed Section 106 Compliance Plan.

The portion of the corridor in Brooklyn Park is similar to the previous alignment and is further along in design. For the remainder of the modified route, at this early stage in design, the proposed alignment and locations of approximate station areas and bridge improvements are known but design details are still under development. Furthermore, details regarding roadway, parking lot, pedestrian, bicycle, and utility improvements, or the location of borrow/fill and floodplain, stormwater, or wetland mitigation areas are being identified. The recommended architectural history APE for the route in Brooklyn Park is shown on Figure 1 in the Section 106 Compliance Plan. As design develops for the remainder of the corridor, the recommended revised APE parameters summarized in Table 1 of the Compliance Plan will be applied to the remainder of the corridor. Further changes to the design details which result in changes to the APE as outlined in the Compliance Plan will be coordinated by FTA in coordination with the Council's Preservation Lead and the MnHPO as appropriate.

Identification of Additional Historic Properties in the Revised APEs

In accordance with Stipulation I of the Amended MOA, additional inventory and evaluation to identify historic properties and evaluate their eligibility for the National Register of Historic Places shall be performed due to the changes to the Project's archaeological and architecture/history APEs. The Compliance Plan outlines the approach for completing the additional identification and evaluation of historic properties, in accordance with Stipulation I of the Amended MOA, as discussed in our meeting on August 11, 2022.

As additional surveys and evaluations are completed, FTA will submit the findings to your office for review. If NRHP-listed or eligible properties are identified, the Council's Preservation Lead will assess the potential effects from the Project on those properties pursuant to Stipulation I.C of the MOA. Recommendations of findings of effect will be provide to FTA to inform a final effect finding, which will be provided to your office for review.

Requested Action

FTA requests that MnHPO please provide its concurrence with the revised parameters for the archaeology and architecture/history APEs and the approach for additional identification and evaluation as outlined in the Section 106 Compliance Plan.

We look forward to continuing to consult with you on this project and kindly request that you respond within thirty (30) calendar days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.Breiseth@dot.gov with any questions.

Sincerely,

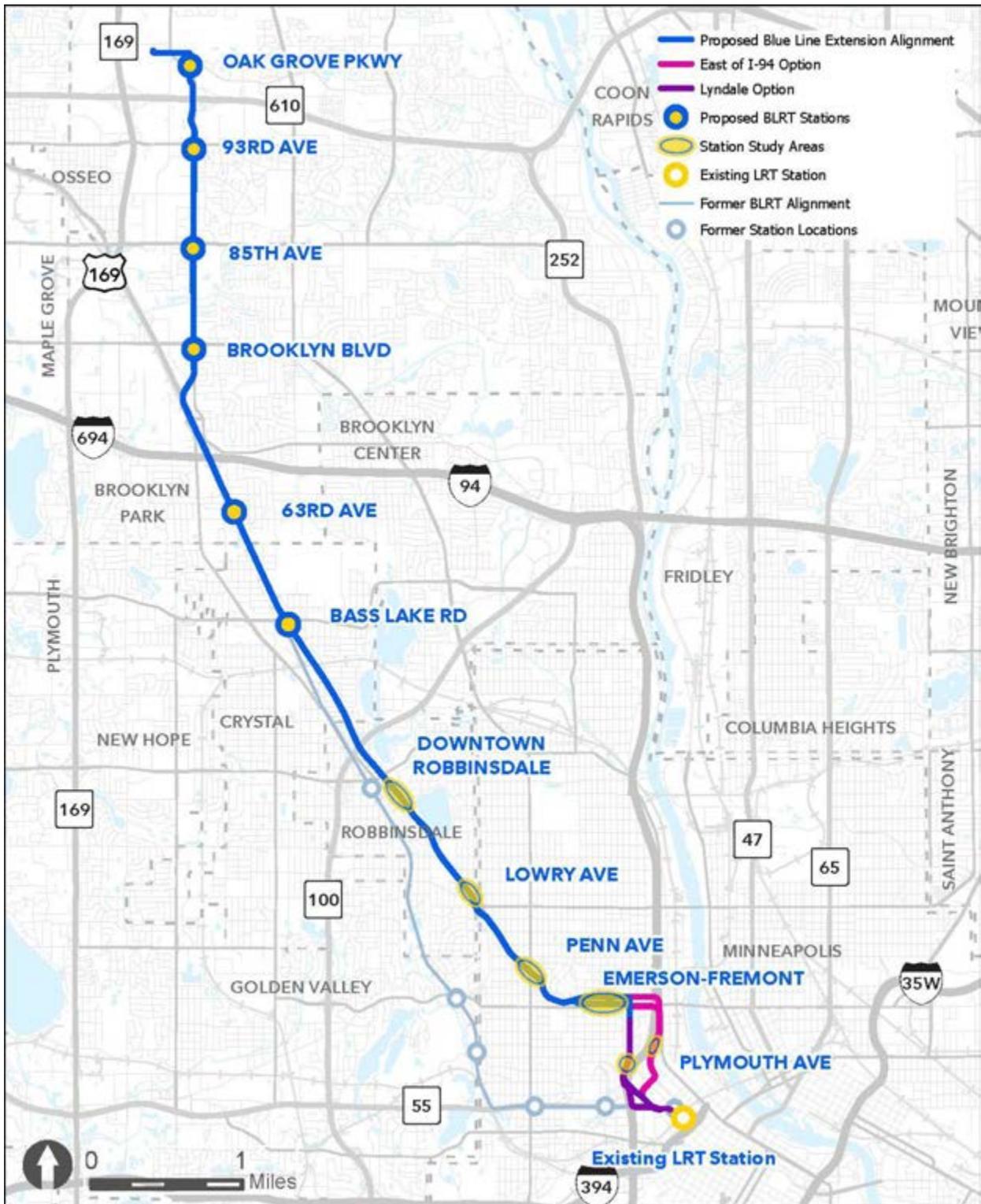
Jay Ciavarella
Director, Office of Planning & Program Development

ecc: Elizabeth Breiseth, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Attachment A: Proposed Routes Under Consideration
Section 106 Compliance Plan

**Attachment A:
Proposed Routes Under Consideration**

Figure 1. General Overview of Proposed Routes Under Consideration



January 27, 2023

VIA E-MAIL ONLY

Jason Ciavarella
Federal Transit Administration, Region V
200 West Adams St, Suite 320
Chicago IL 60608

RE: METRO Blue Line Extension Light Rail Transit Project
Hennepin County, Minnesota
SHPO Number: 2011-3773 MOA

Dear Mr. Ciavarella,

Thank you for continuing consultation regarding the above-referenced federal undertaking. Information received in our office via e-mail on December 12, 2022 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), its implementing federal regulations, "Protection of Historic Properties" (36 CFR Part 800), and the terms of the 2016 Section 106 Memorandum of Agreement (MOA), as amended, which was executed for the proposed Blue Line Extension Light Rail Transit Project (BLRT Extension).

We have completed a review of your letter dated December 12, 2022 a submission which included the following documentation regarding the proposed BLRT Extension route changes and your agency's modified Area of Potential Effect (APE) definition for the federal undertaking:

- Figure 1: General Overview of Proposed Routes Under Consideration Map (dated 12/12/2022); and
- Technical Memorandum: *METRO Blue Line LRT Extension (BLRT) Section 106 Compliance Plan* as prepared by HDR for FTA Region V.

The opportunity to participate in the Section 106 consultation meeting on January 12, 2023 was appreciated.

Definition of the Federal Undertaking

As acknowledged in the December 12th letter, your agency provided updates to our office in September 2020, and also in August 2022 when the Section 106 MOA was amended, regarding the fact that the BLRT Extension, the proposed federal undertaking, has gone through a substantial design change from what was proposed when Section 106 review concluded with execution of the MOA in 2016. While we understand that the overall purpose of the new light rail line as a federal undertaking remains generally the same as what was originally proposed in that it will connect downtown Minneapolis to the city's north side and the northwest suburbs of Robbinsdale, Crystal, and Brooklyn Park, the proposed transit route has been substantially modified south of the Bass Lake Road station. The map (Figure 1) provides an excellent overview of the previously proposed alignment and the currently proposed preferred alignment, and the corresponding Project Description narrative provided in both the December 12th

letter and the Technical Memo provides a good understanding of the currently proposed BLRT Extension.

We understand that your agency is proposing to utilize the terms of Stipulation III *Pre-Construction Design Review Process* of the MOA to present what essentially constitutes significant geographic alignment shift for this major light rail transit project in Minneapolis, Robbinsdale, and part of Crystal.

While it may be possible, procedurally, to complete re-initiated Section 106 review of the new alignment, from our perspective Stipulation III was written for the original BLRT Extension project at 15% design with the intent to account for consultation to ensure that potential adverse effects to historic properties were avoided through appropriate design development and if effects could not be avoided there was a process to resolve the adverse effect. The intent of Stipulation III was also to ensure that relatively minor design changes, within the overall scope of the undertaking, could be appropriately consulted upon. While we will continue to consult under the terms of the amended MOA, it is our opinion that the stipulation was not written with the intent of reviewing a major revision to the undertaking's alignment and geographic location of essentially half of the 13-mile corridor, which is what is now being presented.

It is unfortunate that the previously executed MOA for the BLRT Extension did not include a specific stipulation, or a series of stipulations, more clearly outlining procedures to follow in the instance of significant post-review design changes, such as those stipulations found in the recently executed Memorandum of Agreement for the Rush Line Bus Rapid Transit Project.

Definition of the Area of Potential Effect

Considering the nature of the proposed undertaking is essentially the same, but also acknowledging the fact that your agency's approach to defining the Area of Potential Effect (APE) has evolved since 2011 when the APE for the original alignment was defined, we agree that it is appropriate to re-define the APE for the currently proposed undertaking in accordance with current best practices for transit projects in the region and nation.

We generally agree that the APE as defined in narrative, and on Table 1 and Table 2 of the Technical Memo, is generally appropriate to take into account the potential direct and indirect effects of the federal undertaking as it is currently proposed. As discussed during the January 12th consultation meeting, we are unable to provide our full support of the revised APE until we've had a chance to see the corresponding APE maps for the new alignment in its entirety.

Historic Property Identification

Your December 12th letter also requests our comments on the proposed approach for completion of additional historic property identification efforts, as described in the Technical Memo, which are proposed to be completed in accordance with Stipulation I.A-B of the MOA.

Archaeology

The proposed work plan for identification and evaluation of archaeological properties as described in the Technical Memo is appropriate.

History/Architecture

Task 1 indicates that historic contexts will be developed following initial, supplemental research to determine the validity of previous survey coverage. We agree that historic context development is a

critical step in the identification phase and we assume that not only will currently developed historic contexts be identified and unitized as part of the upcoming survey, including determining whether there are updates needed to existing contexts, but also that additional historic contexts for newly added geographic areas within the APE in Minneapolis and other communities will be developed, as appropriate, in accordance with the Secretary of the Interior's *Standards for Identification* and our state survey guidelines.

Stipulation I.A of the MOA indicates that properties 50 years old or older from the time of estimated start of construction will be subject to survey, and we understand the start of construction for BLRT Extension is predicted to commence in 2025. Therefore, properties originally built in 1975 or earlier will be included in the survey scope.

We understand by the description under Task 2, that an initial desktop assessment will be completed within the APE followed by a windshield reconnaissance survey. We agree that the proposed outreach to local community members and stakeholders is important and should also include any interested parties currently identified as Section 106 consulting parties.

Further, the Task 2 narrative explains that the Phase I survey will assess each property for potential eligibility for listing in the National Register of Historic Places (NRHP), which is appropriate, but then goes on to say that field visits to individual properties or districts will only be undertaken for those identified as "potentially eligible" as part of the windshield survey.

In accordance with the Standards and survey guidelines, properties identified during the Phase I survey as not warranting further survey and evaluation (i.e. not likely to be NRHP eligible) will also require field verification and an appropriate level of documentation regarding lack of significance and/or integrity in support of any subsequent agency determinations.

Finally, the state survey guidelines require new survey for any properties within the APE which were surveyed over 10 years ago, as acknowledged in the Technical Memo, but it is important to clarify that this applies to properties previously determined *eligible* as well as those determined *ineligible* for listing in the NRHP.

We generally agree that the proposed scope of historic/architectural property identification as described in narrative under Task 3 of the Technical Memo is appropriate.

We look forward to continuing consultation regarding the proposed federal undertaking. Please feel free to contact me if you have any questions regarding our comment letter. I can be reached by email at sarah.beimers@state.mn.us or by phone at (651) 201-3290.

Sincerely,



Sarah J. Beimers
Environmental Review Program Manager

Cc via email:

Bill Wheeler, FTA Region V
Elizabeth Breiseth, FTA



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
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Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

June 27, 2023

Sarah Beimers
Environmental Review Program Manager
Minnesota State Historic Preservation Office
Administration Building #203
50 Sherburne Avenue
Saint Paul, MN 55155

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Revised Section 106 Compliance Plan
SHPO #2011-3773

Dear Ms. Beimers,

Thank you for the meeting on January 12, 2023 to discuss the draft Section 106 Compliance Plan METRO Blue Line Extension Light Rail Transit (LRT) Project (Project), as well as formal comments on the plan provided in your letter dated January 27, 2023.

Please find responses below to specific comments from your letter. Revisions have been incorporated into the enclosed revised Section 106 Compliance Plan, as appropriate.

- **Definition of an Area of Potential Effect (APE)**
 - Maps showing the APE for the entirety of the new alignment have been incorporated into the revised plan.
- **Historic Property Identification – History/Architecture**
 - Under Task 1, the text has been clarified to indicate that existing contexts may be modified, or new contexts may be developed, as needed, to address the types of properties within the revised APE.
 - There is the possibility that construction may start in 2025 or 2026. Therefore, text in the plan has been updated to reflect that properties built in 1976 or earlier will be surveyed.
 - Under Task 2, text referencing proposed outreach to local community members and stakeholders has been revised to specifically reference that Section 106 consulting parties are to be included in that outreach.
 - Concerning the approach for field verification of properties surveyed at a Phase I reconnaissance level, the intention is that windshield survey would be completed for all properties to validate the desktop assessment results,

- including those that may have been incorrectly assessed as lacking significance or integrity during the desktop assessment due to inaccurate or incomplete data, or to identify potential historic districts. Then, based on the results of the desktop review, community outreach, windshield reconnaissance, and supplemental research, a supplemental field visit to properties or districts identified as potentially eligible will be completed to gather more detailed property documentation. Text in the plan has been revised to clarify these steps.
- For properties surveyed over 10 years ago, it is the intent that those properties would be resurveyed. For properties that were previously determined eligible or listed, if there have been no significance or integrity changes, each property will be photodocumented, mapped, and recorded in table format for documentation within the survey report. Based on reports for other FTA projects within the state, it is anticipated that an updated inventory form will not be required unless its integrity has been compromised or there is a change in it previously identified significance. Text within the plan has been updated to reflect this approach.

Requested Action

FTA appreciates your continued consultation regarding this Project. We believe the enclosed revised Section 106 Compliance Plan addresses the comments received. FTA requests that SHPO please provide its concurrence with the revised Section 106 Compliance Plan within thirty (30) calendar days of receiving this correspondence. Please contact Hannah Smith at (312) 705-1286 or Hannah.smith@dot.gov with any questions.

Sincerely,

R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jeanne Barnes, HDR
Jenny Bring, HDR

Enclosures: Revised Section 106 Compliance Plan