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://metrocouncil.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

To: Bill Wheeler, FTA Region V
    Elizabeth Breiseth, FTA Region V

From: Jennifer Bring, Senior Environmental Project Manager, HDR
      Jeanne Barnes, Cultural Resources Practice Lead, HDR

Date: 5-16-2023

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-feet 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.
### Table 1. Revised Architecture/History APE Parameters

<table>
<thead>
<tr>
<th>Project Element</th>
<th>APE Limit and Rationale – Previous Route 90% (2018)</th>
<th>APE Limit and Rationale – Modified Route (2022)</th>
<th>Notes</th>
</tr>
</thead>
</table>
| **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. | **Noise** – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.  
**Vibration** – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.  
**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). |

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**Alignment**

- 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.

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**Noise** – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.

**Vibration** – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.

**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).
<table>
<thead>
<tr>
<th>Project Element</th>
<th>APE Limit and Rationale – Previous Route 90% (2018)</th>
<th>APE Limit and Rationale – Modified Route (2022)</th>
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</tr>
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</table>
| 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. | Noise – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.  
Vibration – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.  
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.  
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. |
<table>
<thead>
<tr>
<th>Project Element</th>
<th>APE Limit and Rationale – Previous Route 90% (2018)</th>
<th>APE Limit and Rationale – Modified Route (2022)</th>
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</table>
| 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.                                                                 | **Noise** – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.  
**Vibration** – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.  
**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. |
### Project Element

<table>
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<tr>
<th>Bridges</th>
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<tr>
<th>APE Limit and Rationale – Previous Route 90% (2018)</th>
<th>APE Limit and Rationale – Modified Route (2022)</th>
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</thead>
<tbody>
<tr>
<td>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.</td>
<td>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.</td>
<td><strong>Noise</strong> – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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. <strong>Vibration</strong> – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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. <strong>Visual</strong> – 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).</td>
</tr>
</tbody>
</table>

*Previous project profile was no more than 6 feet above grade*
### Project Element

| 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 |
| 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. |
| 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. |

### APE Limit and Rationale – Previous Route 90% (2018)

- 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.

### APE Limit and Rationale – Modified Route (2022)

- 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.

### Notes

- **Noise** – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.

- **Vibration** – According to FTA’s 2018 Transit Noise and Vibration Impact Assessment Manual, 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.

- **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.

- **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.

*Previous project profile was more than 6 feet above grade*
### Project Element

**Roadways and Parking Lots**

*(includes above ground elements, e.g., lighting, signage, signal systems, trees, etc.)*

<table>
<thead>
<tr>
<th>Project Element</th>
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<th>APE Limit and Rationale – Modified Route (2022)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modifications to existing collector (local) streets and access within existing right-of-way</td>
<td>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.</td>
<td>All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
</tr>
<tr>
<td>Modifications to existing major arterial streets and highways (non-limited access) within existing ROW</td>
<td>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.</td>
<td>All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
</tr>
<tr>
<td>Modifications to existing highways (limited access) within existing ROW</td>
<td>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 vibration effects, and permanent visual effects.</td>
<td>All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
</tr>
<tr>
<td>Project Element</td>
<td>APE Limit and Rationale – Previous Route 90% (2018)</td>
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<tr>
<td>New and relocated/realigned collector (local), major arterial streets, and highways (non-limited access) not within existing right-of-way</td>
<td>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.</td>
<td>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.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
</tr>
<tr>
<td>New surface parking facilities (no buses), modification to existing surface parking facilities (no buses), and new access roads</td>
<td>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.</td>
<td>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.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
</tr>
<tr>
<td>Project Element</td>
<td>APE Limit and Rationale – Previous Route 90% (2018)</td>
<td>APE Limit and Rationale – Modified Route (2022)</td>
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<tr>
<td>Pedestrian and Bicycle Improvements</td>
<td>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.</td>
<td>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.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
</tr>
<tr>
<td>Pedestrian (ADA) ramps</td>
<td>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.</td>
<td>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.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
</tr>
<tr>
<td>Sidewalks and trail improvements (no above grade elements other than curbs and medians)</td>
<td>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.</td>
<td>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.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
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</tbody>
</table>
### Utilities and Systems

<table>
<thead>
<tr>
<th>Project Element</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Below ground (no pile driving)</td>
<td>All property within 25 feet from the perimeter of the construction limits/LOD to account for construction related noise and vibration effects.</td>
<td>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.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
</tr>
<tr>
<td>Above ground utility lines other than high-voltage transmission lines (no pile driving)</td>
<td>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.</td>
<td>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.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
</tr>
</tbody>
</table>

### Borrow/Fill and Floodplain/Stormwater/Wetland Mitigation Areas

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Borrow/fill and floodplain/stormwater/ wetland mitigation areas</td>
<td>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.</td>
<td>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.</td>
<td>APE for similar project element with similar effects for Gold Line BRT project.</td>
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</table>
### Project Element

<table>
<thead>
<tr>
<th>Noise Walls</th>
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</thead>
<tbody>
<tr>
<td>Noise walls (no pile driving)</td>
</tr>
</tbody>
</table>

### APE Limit and Rationale – Previous Route 90% (2018)
- Not previously addressed.

### APE Limit and Rationale – Modified Route (2022)
- 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.

### Notes
- 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

<table>
<thead>
<tr>
<th>Bridge Location</th>
<th>APE Limit and Rationale</th>
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</thead>
<tbody>
<tr>
<td>New bridge over TH 610</td>
<td>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.</td>
</tr>
<tr>
<td>Elevated structure at 73rd Avenue North</td>
<td>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.</td>
</tr>
<tr>
<td>New bridges at Bass Lake Road</td>
<td>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.</td>
</tr>
<tr>
<td>Bridge reconstruction over CP Railroad</td>
<td>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.</td>
</tr>
<tr>
<td>Bridge reconstruction over TH 100</td>
<td>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.</td>
</tr>
<tr>
<td>Elevated structure at North Memorial Hospital</td>
<td>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.</td>
</tr>
</tbody>
</table>
### Bridge Location and APE Limit and Rationale

<table>
<thead>
<tr>
<th>Bridge Location</th>
<th>APE Limit and Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge reconstruction along North 7th Street over I-94</td>
<td>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.</td>
</tr>
<tr>
<td>New bridge over I-94 at either 21st Avenue or just south of West Broadway Avenue</td>
<td>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.</td>
</tr>
<tr>
<td>Bridge reconstruction along Plymouth Avenue over I-94 on ramps</td>
<td>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.</td>
</tr>
<tr>
<td>Bridge reconstruction of 3rd Street Connector Viaducts over 10th Avenue North</td>
<td>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.</td>
</tr>
<tr>
<td>New bridge parallel to existing LRT bridge at Target Field Station</td>
<td>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.</td>
</tr>
</tbody>
</table>

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).
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
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.
FIGURE 1: RECOMMENDED AREA OF POTENTIAL EFFECTS
FIGURE 3: RECOMMENDED AREA OF POTENTIAL EFFECTS
FIGURE 4: RECOMMENDED AREA OF POTENTIAL EFFECTS

- Modified Route Options
- Proposed Stations
- Target Field Station (Existing)
- Operations and Maintenance Facility
- Proposed New/Modified Bridges
- 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

2021 NAIP Imagery
FIGURE 5: RECOMMENDED AREA OF POTENTIAL EFFECTS

- Modified Route Options
- Proposed Stations
- Target Final Station (Existing)
- Operations and Maintenance Facility
- Proposed New/New/Existing 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
Attachment A. FTA Noise and Vibration Impact Assessment Guidance
## Table 4-7 Screening Distance for Noise Assessments

<table>
<thead>
<tr>
<th>Project Systems</th>
<th>Screening Distance, ft&lt;sup&gt;a&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Unobstructed</td>
</tr>
<tr>
<td><strong>Fixed-Guideway Systems</strong></td>
<td></td>
</tr>
<tr>
<td>Commuter Rail Mainline</td>
<td>750</td>
</tr>
<tr>
<td>Commuter Rail Station</td>
<td></td>
</tr>
<tr>
<td>With Horn Blowing</td>
<td>1,600</td>
</tr>
<tr>
<td>Without Horn Blowing</td>
<td>250</td>
</tr>
<tr>
<td>Commuter Rail Road Crossing with Horns and Bells</td>
<td>1,600</td>
</tr>
<tr>
<td>RRT</td>
<td>700</td>
</tr>
<tr>
<td>RRT Station</td>
<td>200</td>
</tr>
<tr>
<td>LRT</td>
<td>350</td>
</tr>
<tr>
<td>Streetcar</td>
<td>200</td>
</tr>
<tr>
<td>Access Roads to Stations</td>
<td>100</td>
</tr>
<tr>
<td><strong>Low and Intermediate Capacity Transit</strong></td>
<td></td>
</tr>
<tr>
<td>Steel Wheel</td>
<td>125</td>
</tr>
<tr>
<td>Rubber Tire</td>
<td>90</td>
</tr>
<tr>
<td>Monorail</td>
<td>175</td>
</tr>
<tr>
<td><strong>Yards and Shops</strong></td>
<td>1000</td>
</tr>
<tr>
<td><strong>Parking Facilities</strong></td>
<td>125</td>
</tr>
<tr>
<td><strong>Access Roads to Parking</strong></td>
<td>100</td>
</tr>
<tr>
<td><strong>Ancillary Facilities: Ventilation Shafts</strong></td>
<td>200</td>
</tr>
<tr>
<td><strong>Ancillary Facilities: Power Substations</strong></td>
<td>250</td>
</tr>
<tr>
<td><strong>Bus Systems</strong></td>
<td></td>
</tr>
<tr>
<td>Busway</td>
<td>500</td>
</tr>
<tr>
<td>Bus Rapid Transit (BRT) on exclusive roadway</td>
<td>200</td>
</tr>
<tr>
<td><strong>Bus Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>Access Roads</td>
<td>100</td>
</tr>
<tr>
<td>Transit Mall</td>
<td>225</td>
</tr>
<tr>
<td>Transit Center</td>
<td>225</td>
</tr>
<tr>
<td>Storage &amp; Maintenance</td>
<td>350</td>
</tr>
<tr>
<td>Park &amp; Ride Lots w/Buses</td>
<td>225</td>
</tr>
</tbody>
</table>

<sup>a</sup>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.
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.

<table>
<thead>
<tr>
<th>Equipment</th>
<th>PPV at 25 ft in/sec</th>
<th>Approximate Lv* at 25 ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pile Driver (impact)</td>
<td>upper range</td>
<td>1.518</td>
</tr>
<tr>
<td></td>
<td>typical</td>
<td>0.644</td>
</tr>
<tr>
<td>Pile Driver (sonic)</td>
<td>upper range</td>
<td>0.734</td>
</tr>
<tr>
<td></td>
<td>typical</td>
<td>0.17</td>
</tr>
<tr>
<td>Clay shovel (slurry wall)</td>
<td>in soil</td>
<td>0.202</td>
</tr>
<tr>
<td>Hydromill (slurry wall)</td>
<td>in rock</td>
<td>0.008</td>
</tr>
<tr>
<td>Vibratory Roller</td>
<td></td>
<td>0.017</td>
</tr>
<tr>
<td>Hoe Ram</td>
<td></td>
<td>0.089</td>
</tr>
<tr>
<td>Large bulldozer</td>
<td></td>
<td>0.089</td>
</tr>
<tr>
<td>Caisson drilling</td>
<td></td>
<td>0.089</td>
</tr>
<tr>
<td>Loaded trucks</td>
<td></td>
<td>0.076</td>
</tr>
<tr>
<td>Jackhammer</td>
<td></td>
<td>0.035</td>
</tr>
<tr>
<td>Small bulldozer</td>
<td></td>
<td>0.003</td>
</tr>
</tbody>
</table>

* 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.
Technical Memorandum

**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.

$$L_{v\text{distance}} = L_{v\text{ref}} - 30 \log\left(\frac{D}{25}\right)$$  \hspace{1cm} \text{Eq. 7-3}

where:

- $L_{v\text{distance}}$ = the rms velocity level adjusted for distance, VdB
- $L_{v\text{ref}}$ = 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.\(^{(79)}\) The approximate rms vibration velocity levels were calculated from the PPV limits using a crest factor of 4.
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-impact 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 vibrations 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
Attachment B. Example Phase I Inventory Form
**General Information**

<table>
<thead>
<tr>
<th>Historic Name:</th>
<th>House &amp; Garage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Names:</td>
<td></td>
</tr>
<tr>
<td>Inventory No.:</td>
<td>HE-MPC-9170</td>
</tr>
<tr>
<td>Associated MN Multiple Property Form (Name and Inventory No.):</td>
<td></td>
</tr>
<tr>
<td>New or Updated Form:</td>
<td>New</td>
</tr>
<tr>
<td>Extant:</td>
<td>Yes</td>
</tr>
<tr>
<td>Survey Type:</td>
<td>Reconnaissance (Phase 1)</td>
</tr>
<tr>
<td>Review and Compliance No.:</td>
<td>2022-XXXX</td>
</tr>
<tr>
<td>Agency Proj. No.:</td>
<td>XXXX</td>
</tr>
<tr>
<td>Grant No.:</td>
<td></td>
</tr>
</tbody>
</table>

**Location Information**

<table>
<thead>
<tr>
<th>Street Address:</th>
<th>1324 Upton Avenue North</th>
</tr>
</thead>
<tbody>
<tr>
<td>County:</td>
<td>Hennepin</td>
</tr>
<tr>
<td>City/Twp:</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>If Multiple, List All Counties:</td>
<td></td>
</tr>
<tr>
<td>If Multiple, List All Cities/Townships:</td>
<td></td>
</tr>
<tr>
<td>Total Acres:</td>
<td>Less than one acre</td>
</tr>
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<td></td>
</tr>
<tr>
<td>Qtr:</td>
<td></td>
</tr>
<tr>
<td>Urban:</td>
<td>Subdivision: WH Lauderdale Addn to MPLS</td>
</tr>
<tr>
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</tr>
<tr>
<td>Lot(s):</td>
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<tr>
<td>UTM Zone:</td>
<td>15N</td>
</tr>
<tr>
<td>Easting:</td>
<td>475228</td>
</tr>
<tr>
<td>Northing:</td>
<td>4982157</td>
</tr>
<tr>
<td>Property Identification Number (PIN):</td>
<td>1702924430205</td>
</tr>
</tbody>
</table>

**Previous Determinations**

- 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: ________________
**Classification**

Associated Properties (Name and Inventory No.): 

<table>
<thead>
<tr>
<th>Property Category:</th>
<th>Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Resources on the Property:</td>
<td>Buildings: 2  Structures:  Sites:  Objects:</td>
</tr>
</tbody>
</table>

**Function or Use**

<table>
<thead>
<tr>
<th>Historic:</th>
<th>Domestic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Function/Use Category:</td>
<td>Domestic</td>
</tr>
<tr>
<td>Function/Use Category (if other):</td>
<td></td>
</tr>
<tr>
<td>Function/Use Subcategory:</td>
<td>Single Dwelling</td>
</tr>
<tr>
<td>Function/Use Subcategory (if other):</td>
<td></td>
</tr>
</tbody>
</table>

**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:**

| Discussed in Statement of Significance on Continuation Sheet. |

**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:**
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
Recommended District Evaluation: Within a National Register-Eligible District
Contributing Status: ____________________________
District Name: ____________________________
District Inventory Number: ____________________________

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

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:

Page 3 of 3 (July 2019 Form Version)
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, not 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).
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


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).
Photographs

HE-MPC-9170, November 2020, front elevation, view east (Hennepin County Cyclomedia image).
HE-MPC-9170, November 2022, front elevation, view northeast (Hennepin County Cycomedia image).
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
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, Thakurdayal 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 considering 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.
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
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)

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

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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
Hello Ms. Gerdeen,

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tn.com/
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M 651.324.0432
Jennifer.Bring@hdrinc.com

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Hello Ms. Buehler,

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Hello Ms. Hawkins,

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Hello Ms. Pugh,

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Hello Ms. Merrifield,

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HDR  
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M 651.324.0432  
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us
Hello Ms. Smaller,

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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
Hello Ms. Porter,

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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,

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--

Anna Gerdeen

Director - The Camden Collective  
4150 Dupont Ave N, Minneapolis, MN 55412  
www.thecamdencollective.org  
Cell: 763-498-3599
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

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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,

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Jennifer.Bring@hdrinc.com

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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,

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--

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
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

---

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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
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,
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Senior Environmental Scientist/Project Manager

HDR
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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
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.

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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
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 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...

**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](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.
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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
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

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
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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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
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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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.

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Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

cc:   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
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

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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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
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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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

ccc:  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
For the project file.

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**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
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.

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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
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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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](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.
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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.

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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

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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
651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us
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,

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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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

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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
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.

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Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

ecc:  Elizabeth Breiseth, FTA
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      Jenny Bring, HDR

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Figure 1. General Overview of Proposed Routes Under Consideration
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.

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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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M 651.324.0432
Jennifer.Bring@hdrinc.com

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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,

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 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

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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.

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
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.

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
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,

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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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.

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Sincerely,

Jay Ciavarella
Director, Office of Planning & Program Development

ccc:  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
Hello, Ms. Merrifield,

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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

hdrinc.com/follow-us
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,

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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
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.

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Kind regards,

Jenny Bring

Jennifer Bring  
Environmental Section Manager MN/WI  
Senior Environmental Scientist/Project Manager

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

hdrinc.com/follow-us
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

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. 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
Hello, Ms. Spann,

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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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Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us
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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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
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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
hdrinc.com/follow-us
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,

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Jay Ciavarella
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ecc:  Elizabeth Breiseth, FTA
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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

hdrinc.com/follow-us
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,

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- 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.

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
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.

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
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Jennifer.Bring@hdrinc.com

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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,

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.
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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
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
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

Blue Line Extension LRT Section 106 MOA
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 meet, 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

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

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.


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 PROJECT 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
visibility and visual prominence of PROJECT infrastructure from view sheds and vantage points within the GRHD: Theodore Wirth Segment, as well as from views towards the historic district.

a. Golden Valley Road Station Park-and-Ride Facility. The construction of the proposed park-and-ride facility at the Golden Valley Road Station may require the removal of at least some trees that are part of a historic grouping of trees located along the west side of Theodore Wirth Parkway, between Golden Valley Road and where the parkway crosses over the Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District. If any trees within this historic grouping are removed to construct the park-and-ride facility, PROJECT elements in this area shall be designed to include a sufficient amount of boulevard space and vegetation along Theodore Wirth Parkway to screen and minimize, to the extent feasible, views of PROJECT infrastructure from the parkway.

ii. Golden Valley Road Station Trailhead. The proposed park-and-ride facility at the Golden Valley Road Station shall include a trailhead at the southwest corner of the intersection of Theodore Wirth Parkway and Golden Valley Road to support the MPRB trail that parallels Theodore Wirth Parkway. The trailhead shall include interpretation as required by Stipulation VII.B of this AGREEMENT.

B. Plans for the GRHD: Theodore Wirth Segment. The COUNCIL, with the assistance of MnDOT CRU, shall collaborate with MnHPO and MPRB to prepare guidance for future preservation activities within the GRHD: Theodore Wirth Segment (Attachment D). The plans 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.

i. Preservation Plan. The preservation plan shall include an overall vision for historic preservation of this portion of the historic district, strategies to guide historic preservation efforts to achieve the overall vision, and objectives for implementing each strategy. The team preparing the plan shall include a planner with a master’s degree in planning and at least five years of experience planning for historic properties, preferably a member of the American Institute of Certified Planners; a historian and/or architectural historian who meets the SOI’s Professional Qualifications Standards (36 CFR § 61) for history and architectural history, an architect who meets the SOI’s Professional Qualifications Standards (36 CFR § 61) for historic architect; and 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.

a. A scope shall be prepared that defines the goals of the plan, the extent of community engagement that will be completed during its preparation, and the process for its approval. The public participation process shall meet the requirements of 36 CFR § 800 and MPRB’s community engagement ordinance (PB § 11 [Attachment F]).
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 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

Blue Line Extension LRT Section 106 MOA 21
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 reinitiate 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 reinitiate 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: ________________________________ Date: ________________

Marisol Simón, Region V Administrator

Blue Line Extension LRT Section 106 MOA
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: [Signature] Date: 8-23-16
Andrea Kajer, Deputy State Historic Preservation Officer
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

INVITED SIGNATORY

METROPOLITAN COUNCIL

By: [Signature]
Wes Koolstra, Regional Administrator

Date: 8/25/2016

Blue Line Extension LRT Section 106 MOA
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

INVITED SIGNATORY
MINNESOTA DEPARTMENT OF TRANSPORTATION
By: Charles A. Zelle, Commissioner

Date: 8-17-16

Blue Line Extension LRT Section 106 MOA
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

INVITED SIGNATORY

CITY OF ROBBINSDALE

By: Regan L. Murphy, Mayor
    Date: 8-16-16

And

By: Marcia Glick, City Manager
    Date: 8-16-16

Blue Line Extension LRT Section 106 MOA
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
HENNEPIN COUNTY

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

Blue Line Extension LRT Section 106 MOA
CONCURRING PARTY

CITY OF BROOKLYN PARK

By: _______________________________  Date: __________

Jay Stroebel, City Manager
SIGNATURE PAGE

MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL TRANSIT ADMINISTRATION
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THE MINNESOTA HISTORIC PRESERVATION OFFICE
REGARDING
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

Blue Line Extension LRT Section 106 MOA
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

CITY OF GOLDEN VALLEY

By: ____________________________
Tim Cronkshank, City Manager

Date: ____________

Blue Line Extension LRT Section 106 MOA
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

CITY OF MINNEAPOLIS

By: ____________________________ Date: ____________________________

Kjersti Monson, Director, Long Range Planning

Blue Line Extension LRT Section 106 MOA
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: ___________________________                 Date: 8/3/16
Laura Fauchier, Chair

Blue Line Extension LRT Section 106 MOA
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 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

Blue Line Extension LRT Section 106 MOA
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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 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

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

5 Cities listed only for portions of GRHD in the APE

Blue Line Extension LRT Section 106 MOA B-1
ATTACHMENT C

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

Project Segments to be Designed in Accordance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties
BLUE LINE LRT EXTENSION
CITY OF ROBBINSDALE
PROJECT ELEMENTS TO BE DESIGNED TO SOI'S STANDARDS
ATTACHMENT D
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
Blue Line Extension LRT (BLRT)
Section 106
Memorandum of Agreement
Minneapolis and Golden Valley, Minnesota

Grand Rounds Historic District
Theodore Wirth Segment

* 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

Blue Line Extension LRT Section 106 MOA
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.


PB11-2. - Community Engagement Policy.


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

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

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

SIGNATORY

FEDERAL TRANSIT ADMINISTRATION

KELLEY BROOKINS
By: ____________________________
Date: 2022.09.01 13:34:04 -05'00'

Kelley Brookins, Region 5 Regional Administrator

September 1, 2022

Date: ____________________________
SIGNATURE PAGE

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

SIGNATORY

MINNESOTA HISTORIC PRESERVATION OFFICE

By: [Signature] Date: 8/30/2022

Amy Spong, Deputy State Historic Preservation Officer
SIGNATURE PAGE

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

INVITED SIGNATORY
METROPOLITAN COUNCIL

By: __________________________ Date: Aug 30, 2022

Mary Bogie, Regional Administrator
SIGNATURE PAGE

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

INVITED SIGNATORY

MINNESOTA DEPARTMENT OF TRANSPORTATION

Nancy Daubenberger

By: Nancy Daubenberger

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

Nancy Daubenberger, Commissioner
SIGNATURE PAGE

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

INVITED SIGNATORY
CITY OF ROBBINSDALE

By: ___________________________ Date: 9/20/2022
William A. Blonigan, Mayor

And

By: ___________________________ Date: 9/20/2022
Tim Sandvik, City Manager
SIGNATURE PAGE

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

CONCURRING PARTY
HENNEPIN COUNTY

By: Daniel E Soler Date: Sep 27, 2022

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

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

CONCURRING PARTY

CITY OF BROOKLYN PARK

By: [Signature]  Date: 9/12/22

Jay Stroebel, City Manager
SIGNATURE PAGE

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

CONCURRING PARTY

CITY OF CRYSTAL

By: Anne Norris Date: 8/24/22

Anne Norris, City Manager
SIGNATURE PAGE

AMENDMENT NUMBER ONE TO
MEMORANDUM OF AGREEMENT
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AND
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REGARDING
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HENNEPIN COUNTY, MINNESOTA

CONCURRENCE PARTY

CITY OF GOLDEN VALLEY

By:    Date:

Tim Cruikshank, City Manager
SIGNATURE PAGE

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

CONCURRING PARTY

CITY OF MINNEAPOLIS

By: ____________________________ Date: __Sept 01, 2022______

Andrea Brennan, Executive Director, CPED
SIGNATURE PAGE

AMENDMENT NUMBER ONE TO
MEMORANDUM OF AGREEMENT
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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: ___________________________  Date: 9/8/2022

Kimberly Sandbulte, Vice-Chair
SIGNATURE PAGE

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

CONCURRING PARTY

MINNEAPOLIS PARK AND RECREATION BOARD

By: __________________________ Date: __________________________

Meg Forney, President

And

By: __________________________ Date: __________________________

Jennifer Ringold, Deputy Superintendent and Board Secretary
Cultural Resources Attachments:
Re-Opening Consultation Letters (08/2023)
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<tr>
<th>Organization</th>
<th>Contact Name</th>
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<tbody>
<tr>
<td>MnDOT</td>
<td>Katie Haun</td>
<td>Shoring Cultural Resources Unit Supervisor</td>
<td><a href="mailto:katherine.haun-schuring@state.mn.us">katherine.haun-schuring@state.mn.us</a></td>
<td>612-834-1195</td>
<td>763-531-1130</td>
<td>763-531-1130</td>
<td>612-682-3691</td>
<td>763-531-1258</td>
</tr>
<tr>
<td>Hennepin County</td>
<td>Dan Soler</td>
<td>Director - Transit and Mobility</td>
<td><a href="mailto:Daniel.Soler@hennepin.us">Daniel.Soler@hennepin.us</a></td>
<td>612-990-9902</td>
<td>763-531-1130</td>
<td>763-531-1130</td>
<td>612-596-9302</td>
<td>763-493-8052</td>
</tr>
<tr>
<td>City of Robbinsdale</td>
<td>Tim Sandvick</td>
<td>City Manager</td>
<td><a href="mailto:Tsandvik@ci.robbinsdale.mn.us">Tsandvik@ci.robbinsdale.mn.us</a></td>
<td>763-531-1258</td>
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<tr>
<td>City of Brooklyn Park</td>
<td>Kimberly Berggren</td>
<td>Director of Community Development</td>
<td><a href="mailto:Kimberly.berggren@brooklynpark.org">Kimberly.berggren@brooklynpark.org</a></td>
<td>763-493-8050</td>
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<tr>
<td>City of Crystal</td>
<td>John Sutter</td>
<td>Community Development Director</td>
<td><a href="mailto:john.sutter@crystalmn.gov">john.sutter@crystalmn.gov</a></td>
<td>763-531-1130</td>
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<tr>
<td>City of Golden Valley</td>
<td>Jason Zimmerman</td>
<td>Planning Manager</td>
<td><a href="mailto:jzimmerman@goldenvalleymn.gov">jzimmerman@goldenvalleymn.gov</a></td>
<td>763-593-8099</td>
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<td>City of Minneapolis</td>
<td>Jim Voll</td>
<td>Planning Project Manager, CPED</td>
<td><a href="mailto:james.voll@minneapolismn.gov">james.voll@minneapolismn.gov</a></td>
<td>612-673-3887</td>
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<td>Minneapolis Park and Recreation Board</td>
<td>Adam Arvidson</td>
<td>Director, Strategic Planning</td>
<td><a href="mailto:aarvidson@minneapolisparks.org">aarvidson@minneapolisparks.org</a></td>
<td>612-230-6470</td>
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<td>Heritage Park Neighborhood Association</td>
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<td><a href="mailto:hpna@hpnampls.org">hpna@hpnampls.org</a></td>
<td>612-767-1061</td>
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<td>Jordan Area Community Council</td>
<td>Audua Pugh</td>
<td>Board Chair</td>
<td><a href="mailto:jaccexecutivedirector@gmail.com">jaccexecutivedirector@gmail.com</a></td>
<td>612-449-2587</td>
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<td>2410 Girard Ave N, Door #6</td>
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<tr>
<td>Brooklyns Historical Society</td>
<td>Diane Sannes</td>
<td></td>
<td><a href="mailto:brooklynswebmaster@gmail.com">brooklynswebmaster@gmail.com</a></td>
<td>763-392-5356</td>
<td><a href="mailto:makendmeet@aol.com">makendmeet@aol.com</a></td>
<td>5600 85th Ave N 2nd Flr</td>
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<tr>
<td>West Broadway Business and Area Coalition</td>
<td>Kristel Porter</td>
<td>Executive Director</td>
<td><a href="mailto:kristel.porter@westbroadway.org">kristel.porter@westbroadway.org</a></td>
<td>612-353-5178</td>
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<td>1011 W Broadway Ave # 202</td>
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<td></td>
<td>Donna Sanders</td>
<td>Business Specialist</td>
<td><a href="mailto:donna.sanders@westbroadway.org">donna.sanders@westbroadway.org</a></td>
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<tr>
<td>Bois Forte Band of Chippewa Indians</td>
<td>Jaylen Strong</td>
<td>President</td>
<td><a href="mailto:Jaylen.Strong@boisforte-nsn.gov">Jaylen.Strong@boisforte-nsn.gov</a></td>
<td>218-765-8435</td>
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<tr>
<td>Fond du Lac Band of Lake Superior Chippewa</td>
<td>Dyan Youpee</td>
<td>President</td>
<td><a href="mailto:Dyan.Youpee@fdlrez.com">Dyan.Youpee@fdlrez.com</a></td>
<td>715-682-7115</td>
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<tr>
<td>Grand Portage Band of Lake Superior Chippewa</td>
<td>Robert &quot;Bobby&quot; Dechamps</td>
<td>Chairman</td>
<td><a href="mailto:Bob@grandportage.com">Bob@grandportage.com</a></td>
<td>800-397-2121</td>
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<tr>
<td>Lake of the Woods</td>
<td>Robert Anderson</td>
<td>Chairman</td>
<td><a href="mailto:Robert.Anderson@lakewardens.org">Robert.Anderson@lakewardens.org</a></td>
<td>218-675-6111</td>
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<tr>
<td>Lower Sioux Indian Community</td>
<td>Robert Larson</td>
<td>President</td>
<td><a href="mailto:Robert.Larson@redcliff-nsn.gov">Robert.Larson@redcliff-nsn.gov</a></td>
<td>715-638-3100</td>
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<tr>
<td>Mille Lacs Band of Ojibwe</td>
<td>Kerrie Wilson</td>
<td>Director</td>
<td><a href="mailto:Kerrie.Wilson@milleville.org">Kerrie.Wilson@milleville.org</a></td>
<td>715-638-3984</td>
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<tr>
<td>Prairie Island Indian Community</td>
<td>Johnny Johnson</td>
<td>President</td>
<td><a href="mailto:Johnny.Johnson@scc-nsn.gov">Johnny.Johnson@scc-nsn.gov</a></td>
<td>218-397-2554</td>
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<td>Red Lake Band of Chippewa Indians</td>
<td>Derrick Sloc, Jr.</td>
<td>Chairman</td>
<td><a href="mailto:Derrick.Sloc@redlakeband.org">Derrick.Sloc@redlakeband.org</a></td>
<td>218-675-3914</td>
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<tr>
<td>Santee Sioux Nation</td>
<td>Kevin Dupuis</td>
<td>Chairman</td>
<td><a href="mailto:Kevin.Dupuis@flandreau-nsn.gov">Kevin.Dupuis@flandreau-nsn.gov</a></td>
<td>715-682-7115</td>
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<td>Spirit Lake Tribe</td>
<td>Douglas Yankton</td>
<td>Chairman</td>
<td><a href="mailto:Douglas.Yankton@strwb-nsn.gov">Douglas.Yankton@strwb-nsn.gov</a></td>
<td>715-682-7115</td>
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<tr>
<td>Standing Rock Sioux Tribe</td>
<td>James Williams, Jr.</td>
<td>Chairman</td>
<td><a href="mailto:James.Williams@lvdtribal.com">James.Williams@lvdtribal.com</a></td>
<td>715-682-7115</td>
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<tr>
<td>Standing Rock Sioux Tribe</td>
<td>Scott Carlson</td>
<td>Chairman</td>
<td><a href="mailto:Scott.Carlson@redcliff-nsn.gov">Scott.Carlson@redcliff-nsn.gov</a></td>
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<td>Jaylen Strong</td>
<td>President</td>
<td><a href="mailto:Jaylen.Strong@boisforte-nsn.gov">Jaylen.Strong@boisforte-nsn.gov</a></td>
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Non-Minnesota Tribes (previously consulted and identified ancestral ties)
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<td>St. Croix Chippewa Indians of Wisconsin</td>
<td>Chairman</td>
<td>William Reynolds</td>
<td><a href="mailto:williamr@stcroixojibwe-nsn.gov">williamr@stcroixojibwe-nsn.gov</a></td>
<td>24663 Angeline Ave, Webster, WI 54893</td>
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<td></td>
<td>Director</td>
<td>Wanda McFaggen</td>
<td><a href="mailto:wandam@stcoixojibwe-nsn.gov">wandam@stcoixojibwe-nsn.gov</a></td>
<td>24663 Angeline Ave, Webster, WI 54893</td>
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<tr>
<td>Mandan, Hidatsa and Arikara Nation</td>
<td>Chairman</td>
<td>Mark Fox</td>
<td><a href="mailto:markfox@mandanland.com">markfox@mandanland.com</a></td>
<td>404 Frontage Rd, New Town, ND 58763</td>
<td>701-627-4781</td>
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<tr>
<td>(Three Affiliated Tribes)</td>
<td>Director</td>
<td>Allen Demaray</td>
<td><a href="mailto:allendemaray@mandanland.com">allendemaray@mandanland.com</a></td>
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<td>Turtle Mountain Band of Chippewas</td>
<td>Chairman</td>
<td>Jamie Azure</td>
<td><a href="mailto:Jamie.Azure@tmbci.org">Jamie.Azure@tmbci.org</a></td>
<td>PO Box 800, Belcourt, ND 58116</td>
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<td>Director</td>
<td>Larus Longie</td>
<td><a href="mailto:larus.longie@outlook.com">larus.longie@outlook.com</a></td>
<td>PO Box 900, Belcourt, ND 58116</td>
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<td>Hawthorne Neighborhood Council</td>
<td>Diana Hawkins/Executive Dir</td>
<td>2944 Emerson Ave N</td>
<td>Minneapolis</td>
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<td>Harrison Neighborhood Association</td>
<td>Nichole/Executive Dir</td>
<td>503 Irving Ave N Suite #100</td>
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<td>North Loop Neighborhood Association</td>
<td>Diane Merrifield/President</td>
<td>512 River St</td>
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<td>The Camden Collective</td>
<td>Anna Gerdeen/Director</td>
<td>4150 Dupont Ave N</td>
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<td>Northside Residents Redevelopment</td>
<td>Martine Smaller/Exec Dir</td>
<td>1303 Golden Valley Rd</td>
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<td>Old Highland Neighborhood Association</td>
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<td>Robbinsdale Historical Society</td>
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<td>4915 42nd Ave N</td>
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<tr>
<td>Crystal Historical Society</td>
<td>Steve Adams/Founder/Treasurer</td>
<td>605-222-7445</td>
<td>Therese Kiser/Founder/Secretary/Crystal City Council</td>
<td>Crystal MN</td>
<td>763-458-0030</td>
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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://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 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

cce: 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
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

Attachment A:
BLRT Section 106 Compliance Plan
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.

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

**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
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://metrocouncil.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
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://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 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
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
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
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

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://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 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

ccc: 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
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](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://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx](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 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
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.

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

**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](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

**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

ccc: 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
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

**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](https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx).
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
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.

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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](https://www.mnhs.org/doc/1252796), 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.

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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

ccc: 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
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.

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**Project Background**

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Sincerely,

R. Stewart McKenzie

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
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.

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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
Interim Director, Office of Planning & Program Development

ccc: 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
August 2, 2023

Tim Sandwick  
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 Sandwick

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](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
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
Enclosures: Attachment A: BLRT Section 106 Compliance Plan
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](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

ccc: 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
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.

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
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan
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://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
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.

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
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures:  Attachment A: BLRT Section 106 Compliance Plan
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://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx](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
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
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.

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](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
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://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx.
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  

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
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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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

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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
Catherine Judd, HDR  
Caroline Miller, HDR  

Enclosures: Attachment A: BLRT Section 106 Compliance Plan
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.

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
Interim Director, Office of Planning & Program Development

ccc: 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
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
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
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.

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

cce: 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
August 2, 2023

Diane Sannes  
Brooklyn's 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.

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](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

c:  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
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.

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
     Catherine Judd, HDR
     Caroline Miller, HDR

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

BLRT Section 106 Compliance Plan
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.
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

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
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
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.

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.
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

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
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.

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://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

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
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.

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://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

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
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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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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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

ccc:  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
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.

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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://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

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
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.

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.

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Next Steps

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Sincerely,

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

ccc: 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
Dear Rob Hull,

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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
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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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
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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RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation and Section 106 Compliance Plan
Project Background

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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
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.

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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

cc: 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
Cheyanne 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 Cheyanne 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.

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://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

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
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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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
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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
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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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
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.

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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

ccc: 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
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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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
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**Next Steps**

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Sincerely,

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

cc:  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
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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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
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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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://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...
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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

ccc:  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
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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**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
Dear Keith Anderson,

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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

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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Project Description

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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
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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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

Project Background

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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
Dear Kevin Jensvold,

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Sincerely,

[Signature]

[Name]
Chairman
Upper Sioux Indian Community
5722 Travers Lane, PO Box 147
Granite Falls, MN 56241
Project Background

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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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    Catherine Judd, HDR
    Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan
Attachment A:
BLRT Section 106 Compliance Plan
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,

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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
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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
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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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
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,

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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
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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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
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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Interim Director, Office of Planning & Program Development

ccc: 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

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BLRT Section 106 Compliance Plan
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,

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

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      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
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.

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://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...
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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

ccc: 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
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

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Attachment A:

BLRT Section 106 Compliance Plan
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,

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Sincerely,

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

ccc:  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
Dear Dyan Youpee,

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Sincerely,

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

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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
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,

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Interim Director, Office of Planning & Program Development

ecc:  Hannah Smith, FTA
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BLRT Section 106 Compliance Plan
RE:  METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
     Re-opening of Section 106 Consultation and Section 106 Compliance Plan

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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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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
Dear Louis Taylor,

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

ccc:  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
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,

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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
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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Sincerely,

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

ccc:  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
Sarah Thompason  
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 Thompason,

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Interim Director, Office of Planning & Program Development

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Attachment A:

BLRT Section 106 Compliance Plan
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.,

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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
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.

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.

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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.

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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
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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Sincerely,

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

ccc: 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
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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Sincerely,

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

ccc: 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
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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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
Dear Marvin Defoe,

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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
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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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://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx.

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Next Steps

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Sincerely,

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

ccc: 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
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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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
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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Project Description

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Next Steps

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Sincerely,

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

ccc: 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
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
    Jenny Bring, HDR
    Catherine Judd, HDR
    Caroline Miller, HDR

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

BLRT Section 106 Compliance Plan
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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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
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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
Dear Michael LaRonge,

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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
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

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

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

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      Neha Damle, Metropolitan Council
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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
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,

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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
Project Background

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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
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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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
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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Sincerely,

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

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

ccc: 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
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,

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R. Stewart McKenzie
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
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,

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Sincerely,

\[
\begin{align*}
\text{R. Stewart McKenzie, AICP} \\
\text{Interim Director, Office of Planning & Program Development}
\end{align*}
\]

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
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

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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
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
For the project file.

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
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----------
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Date: Fri, Feb 24, 2023 at 2:13 PM
Subject: METRO Blue Line Light Rail Extension - Section 106 Consulting Party Invitation
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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
651.324.0432
Jennifer.Bring@hdrinc.com

hdrinc.com/follow-us
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

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
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

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

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
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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
Thank you for your interest in participating as consulting party under Section 106.

We will be in touch with next steps.

Thanks, Elizabeth

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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
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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 Agenda

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://metrocouncil.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 IIJA 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
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
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);
- 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
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 its 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

cce:  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