

**METRO BLUE LINE EXTENSION
LIGHT RAIL TRANSIT PROJECT**
Section 106 Memorandum of Agreement



**Quarterly Report No. 21
(September 1, 2021 – November 30, 2021)**

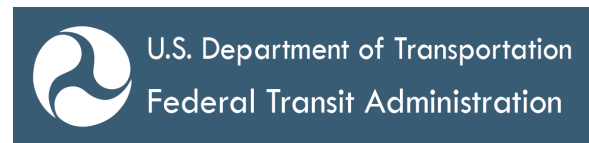
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December 2021

Introduction

The METRO Blue Line Extension Light Rail Transit (LRT) Project (Project), previously known as the Bottineau Transitway, is an approximately 13.5-mile long extension of the METRO Blue Line (Hiawatha LRT) located in Hennepin County, Minnesota. The line will begin at the existing Target Field Station (previously known as the Interchange Station) in Minneapolis, where it will connect with the existing METRO Blue and Green LRT lines, and the Northstar Commuter Rail line, and extend along a northwesterly alignment, to connect the cities of Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park. The Project includes 11 new stations; five park-and-ride facilities (one existing and four new); accommodations for passenger drop off, bicycle and pedestrian access, and new or restructured local bus routes connecting stations to nearby destinations; and one new operations and maintenance facility (OMF).

The Project sponsor, the Metropolitan Council, may receive funding from the Federal Transit Administration (FTA) and permits from the United States Army Corps of Engineers (USACE) to construct the Project. Therefore, the Project is a federal undertaking and must comply with 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. In accordance with 36 CFR Part 800.2(a)(2), the USACE has recognized FTA as the lead federal agency responsible for fulfilling their collective responsibilities for the Project under Section 106.

Pursuant to 36 CFR Part 800, FTA, with assistance from the Minnesota Department of Transportation Cultural Resources Unit, consulted with the Minnesota Historic Preservation Office and other interested parties to define an Area of Potential Effect (APE), conducted surveys to identify and evaluate historic properties within the APE for the National Register of Historic Places, assessed effects of the Project on historic properties, and resolved adverse effects. The measures FTA agreed to implement as part of the Project 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.

This quarterly summary report was prepared to meet the reporting requirements of MOA Stipulation X.A. It provides an itemized listing of all measures required to implement the terms of the MOA, identifies actions FTA has taken during the reporting period to implement those measures, and includes a timetable of activities proposed for implementation within the following reporting period. It also identifies any problems or unexpected issues encountered during the reporting period, any proposed scheduling changes, any disputes and objections submitted or resolved as part of FTA's efforts to carry out the terms of the MOA, and any changes recommended in implementation of the MOA.

Acronyms and Abbreviations

The following is a list of commonly used acronyms and abbreviations that may be found in the reporting table found in the Implementation Efforts section of this report.

APE	Area of Potential Effect
Council	Metropolitan Council
CRU	Cultural Resources Unit
FTA	Federal Transit Administration
GN	Great Northern Railway
GRHD	Grand Rounds Historic District
HPC	Heritage Preservation Commission
LRT	Light Rail Transit
MnDOT	Minnesota Department of Transportation
MnHPO	Minnesota Historic Preservation Office
MOA	Memorandum of Agreement
MPRB	Minneapolis Park and Recreation Board
NRHP	National Register of Historic Places
Project	METRO Blue Line Extension Light Rail Transit Project
Q1	Quarter of the year, in this example, the First Quarter
SOI	Secretary of the Interior
StPM&M	St. Paul, Minneapolis & Manitoba Railroad

Implementation Efforts

This is quarterly report No. 21 prepared under the terms of the Project MOA and covers the reporting period from September 1, 2021, through November 30, 2021.

MOA Action Item	Implementation Schedule	Implementation Status
Stipulation I. Identification of Additional Historic Properties		
<ul style="list-style-type: none"> Survey and evaluation – post-1965 architecture/history properties and previously unsurveyed historic properties within revised APE 	Survey of post-1965 architecture/history properties within the Project’s APE (as of August 2016) are to be completed prior to the completion of the 90% Plans. Survey of historic properties in areas added to the Project’s revised archaeological and architecture/history APEs are dependent on when the APE is revised.	Completed April 2019 for APE revisions submitted in July 2018.
<ul style="list-style-type: none"> Assessment of Effects 	As needed, to be completed only if National Register listed or eligible properties are identified during the survey and evaluation required by Stipulation I.A as identified above, anticipated schedule: TBD. <ul style="list-style-type: none"> Robbinsdale Municipal Building Bethune Complex Prince Rogers Nelson Second Childhood Home 	On-going, as needed; no activity during reporting period. Work will continue pending the outcome of public engagement.
Stipulation II. Project Design Development		
<ul style="list-style-type: none"> Design Project to meet the SOI’s Standards for the Treatment of Historic Properties <ul style="list-style-type: none"> Minneapolis-Golden Valley Segment Robbinsdale Segment 	On-going through completion of the 100% Plans, anticipated schedule: TBD	On-going; no activity during reporting period. Work will continue pending the outcome of public engagement. Also see Stipulation III
<ul style="list-style-type: none"> Consultation on Project design – segments required to meet the SOI’s Standards for the Treatment of Historic Properties 	On-going through completion of the 100% Plans, anticipated schedule: TBD	On-going; no activity during reporting period. Work will continue pending the outcome of public engagement. Also see Stipulation III
Stipulation III. Pre-Construction Design Review		
<ul style="list-style-type: none"> Consultation with MnHPO and other consulting parties to inform the design of the 30% Plans 		Completed September 2016

MOA Action Item	Implementation Schedule	Implementation Status
<ul style="list-style-type: none"> • Review of 30% Plans <ul style="list-style-type: none"> ○ MnDOT CRU/FTA ○ MnHPO 		Completed November 2016
<ul style="list-style-type: none"> • Consultation to inform the design of the 60% Plans 		
<ul style="list-style-type: none"> ○ Owners and residents of properties in the Homewood Residential Historic District (Stipulation XI) 	Required by Stipulation XI, but included here to document progression of the design consultation. To be completed prior to the completion of the 60% Plans.	Completed December 2017
<ul style="list-style-type: none"> ○ Owners and residents of properties in the West Broadway Avenue Residential Historic District (Stipulation XII) 	Required by Stipulation XII, but included here to document progression of the design consultation. To be completed prior to the completion of the 60% Plans.	Completed December 2016
<ul style="list-style-type: none"> ○ MnHPO and other consulting parties 	To be completed prior to the completion of the 60% Plans.	Completed. Also see MOA Action Item “Consultation to inform the design of the 90% Plans” and Stipulation II.
<ul style="list-style-type: none"> • Review of 60% Plans <ul style="list-style-type: none"> ○ MnDOT CRU/FTA ○ MnHPO 	To be completed prior to the review of the 90% Plans, but will be completed in stages as 60% Plans for different Project construction packages are completed.	Completed April 2018. <ul style="list-style-type: none"> • Civil 1: Completed June 2017, except for: <ul style="list-style-type: none"> ○ Plymouth Avenue Station Area: Completed December 2017 ○ Robbinsdale Park & Ride Facility: Completed April 2018. • Civil 2: Completed June 2017 • OMF: <ul style="list-style-type: none"> ○ Brooklyn Park OMF: Completed June 2017 ○ Franklin OMF: Completed October 2017¹ • Bridges: Completed October 2017 • Systems: Completed October 2017
<ul style="list-style-type: none"> • Consultation with MnHPO and other consulting parties to inform the design of the 90% Plans 	Anticipated schedule: TBD	In process; no activity during reporting period. Consultation is complete with the exception of the Robbinsdale Park & Ride Facility. Consultation to inform the 90% Plans for it will continue pending the outcome of public engagement. Also see Stipulation II and VIII.

¹ The Franklin OMF expansion was transferred from the Blue Line Extension LRT Project to the Southwest Line Rail Transit Project in the reporting period covered by Quarterly Report 9 (September 1, 2018 – November 30, 2018).

MOA Action Item	Implementation Schedule	Implementation Status
<ul style="list-style-type: none"> • Review of 90% Plans <ul style="list-style-type: none"> ○ MnDOT CRU/FTA 	Anticipated schedule: TBD <ul style="list-style-type: none"> • Robbinsdale Park & Ride Facility (Civil 1): anticipated TBD • Brooklyn Park OMF: anticipated TBD 	In process. Work will continue pending the outcome of public engagement. <ul style="list-style-type: none"> • Bassett Creek Tunnel Early Construction: Reviewed at 100%, October 2017. • Civil 1, 2, Early Construction Theodore Wirth Bridge, OMF, Bridges, & Systems (with the exception of the Robbinsdale Park & Ride Facility and the Brooklyn Park OMF): Completed August 2018. • Floodplain Mitigation/MCES Early Construction: Completed June 2018. • Bassett Creek Tunnel Removal (advanced utility project): Completed January 2020.² See also Stipulation IV.
<ul style="list-style-type: none"> • Review of 100% Plans <ul style="list-style-type: none"> ○ MnDOT CRU/FTA 	To be completed prior to the start of Project construction, anticipated schedule: TBD. <ul style="list-style-type: none"> • Civil 1 <ul style="list-style-type: none"> ○ Plymouth Avenue Station Area: TBD ○ Robbinsdale Park & Ride Facility: TBD • Civil 2: TBD • Early Construction (Theodore Wirth Bridge and Floodplain Mitigation/MCES): TBD • Brooklyn Park OMF: TBD • Bridges: TBD • Systems: TBD 	In process; no activity during reporting period. Work will continue pending the outcome of public engagement. <ul style="list-style-type: none"> • Bassett Creek Tunnel Early Construction: Completed October 2017 • Floodplain Mitigation/MCES Early Construction: In process. Also see Stipulation IV.
Stipulation IV. Construction Protection Plan		
<ul style="list-style-type: none"> • Construction Protection Plan 	To be completed prior to the start of Project construction, anticipated schedule: TBD	In process; no activity during reporting period. Work will continue pending the outcome of public engagement. <ul style="list-style-type: none"> • Project-wide Construction Protection Plan for Historic Properties: In process. • Bassett Creek Tunnel Early Construction: Construction Protection Plan completed October 2017. • Bassett Creek Tunnel Removal (advanced utility project): Construction Protection Plan completed January 2020.³ • Floodplain Mitigation (Early Construction): In process. Also see Stipulations III and XIII.

² Following completion of the 90% Plan review, the Bassett Creek Tunnel Removal advanced utility project was eliminated from the Blue Line Extension LRT Project.

³ Following completion of the 90% Plan review, the Bassett Creek Tunnel Removal advanced utility project was eliminated from the Blue Line Extension LRT Project.

MOA Action Item	Implementation Schedule	Implementation Status
<ul style="list-style-type: none"> • Vibration Management and Remediation Monitoring Reporting 		
<ul style="list-style-type: none"> ○ Pre-Construction Survey Reporting 	To be completed prior to the start of Project construction, anticipated schedule: TBD	Not started.
<ul style="list-style-type: none"> ○ Post-Construction Survey Reporting 	Will be on-going during Project construction, to be completed in the quarter following completion of Project construction, anticipated timeframe: TBD	Not started.
Stipulation V. Noise Mitigation		
<ul style="list-style-type: none"> • Quiet Zones 	Design to be developed and reviewed per Stipulations II and III, infrastructure to be installed before Project construction is completed and FRA approval to be requested before the Project initiates revenue service operations, anticipated timeframe: TBD	In process; no activity during reporting period. All at-grade shared crossings of LRT and freight rail are being designed to include supplemental safety measures and to qualify for FRA Quiet Zone designation. Work will continue pending the outcome of public engagement.
<ul style="list-style-type: none"> • Property Specific Noise Mitigation 		
<ul style="list-style-type: none"> ○ Interior Testing 	To be completed prior to the start of Project construction, anticipated schedule: TBD	Not started.
<ul style="list-style-type: none"> ○ Noise Mitigation Plan 	As needed if, as a result of interior testing, FTA determines there is an adverse effect. If needed, anticipated schedule: TBD	Not started.
Stipulation VI. National Register of Historic Places Nominations		
<ul style="list-style-type: none"> • Floyd B. Olson Memorial 	To be completed no later than one year from the date the Project initiates revenue service operations, anticipated timeframe: TBD	In process; no activity during reporting period. The MnHPO informally reviewed a Draft NRHP nomination in April 2018 and indicated it was adequate. Further revisions and formal action will be taken when the statue is in its final location; see Stipulation VIII.
<ul style="list-style-type: none"> • Wayman A.M.E. Church 	To be completed no later than one year from the date the Project initiates revenue service operations, anticipated timeframe: TBD	Not started.

MOA Action Item	Implementation Schedule	Implementation Status
Stipulation VII. Interpretation of Historic Properties⁴		
<ul style="list-style-type: none"> • Interpretive Plan 	To be completed prior to, and incorporated into, the Project's 100% Plans.	Completed November 2018. MnDOT CRU will ensure integration of the Interpretive Plan into the Project as part of their continued review of the 100% Project Plans under Stipulation III.
<ul style="list-style-type: none"> • Installation of Interpretation 	To be installed prior to the initiation of revenue service operations, anticipated timeframe: TBD	Not started.
<ul style="list-style-type: none"> • Website to interpret the Osseo Branch of the StPM&M/GN Historic District and the GRHD: Theodore Wirth Segment 	To be developed after the Final Interpretative Plan is approved and completed and prior to initiation of revenue service operations, anticipated timeframe: TBD	Not started.
Stipulation VIII. Floyd B. Olson Memorial		
<ul style="list-style-type: none"> • Treatment Plan 	Anticipated to be completed prior to, and incorporated into, the Project's 100% Plans (MOA does not specify a timeframe).	Completed March 2018.
<ul style="list-style-type: none"> • Site Improvements <ul style="list-style-type: none"> ○ Consultation to inform the design of 30%, 60%, and 90% Plans ○ Review of 30%, 60%, and 90% Plans 	Consultation and reviews anticipated to be completed prior to, and incorporated into, the Project's 100% Plans. Implementation to be completed no later than one year from the date the Project initiates revenue service operations, anticipated schedule: TBD	<p>In process; no activity during reporting period. Work will continue pending the outcome of public engagement.</p> <ul style="list-style-type: none"> • 30% Plans: Completed January 2020. Comments received will be considered as part of preparing the 60% Plans. • 60% Plans: In process. • 90% Plans: Not started.

⁴ Interpretation is only for the Osseo Branch of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District and the Grand Rounds Historic District: Theodore Wirth Segment.

MOA Action Item	Implementation Schedule	Implementation Status
Stipulation IX. Osseo Branch of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District		
<ul style="list-style-type: none"> • Phase II Intensive Level Inventory and Evaluation of Historic Railroad Line(s) in Minnesota: <ul style="list-style-type: none"> ○ One (1) mainline across the entire state of Minnesota, or ○ Up to a total of five (5) shorter mainlines and/or branch lines 	To be completed no later than one year from the date the Project initiates revenue service operations, anticipated timeframe: TBD	Not started.
Stipulation X. Grand Rounds Historic District		
<ul style="list-style-type: none"> • Design development <ul style="list-style-type: none"> ○ Vegetation <ul style="list-style-type: none"> ▪ Golden Valley Road Park-and-Ride Facility ○ Golden Valley Road Station Trailhead 	To be completed prior to, and incorporated into, the Project's 100% Plans, anticipated schedule: TBD	In process; no activity during reporting period. Work will continue pending the outcome of public engagement. Also see Stipulations II and III.
<ul style="list-style-type: none"> • Plans for the Grand Rounds Historic District: Theodore Wirth Segment 		
<ul style="list-style-type: none"> ○ Preservation Plan 	To be completed no later than one year from the date the Project initiates revenue service operations, anticipated timeframe: TBD	Not started.
<ul style="list-style-type: none"> ○ Treatments Plan 	To be completed no later than one year from the date the Project initiates revenue service operations, anticipated timeframe: TBD	Not started.
Stipulation XI. Homewood Residential Historic District		
<ul style="list-style-type: none"> • Additional design consultation – meeting with owners and residents of properties in the district to inform Project design 	To be completed prior to the 60% Plans, also see Stipulations II and III for timeline for other design consultation related to this district and the completion of 60% Plans	Completed December 2017. See Stipulation III.

MOA Action Item	Implementation Schedule	Implementation Status
Stipulation XII. West Broadway Avenue Residential Historic District		
<ul style="list-style-type: none"> Additional design consultation with owners and residents of properties in the district to inform Project design 	To be completed prior to the 60% Plans, also see Stipulations II and III for timeline for other design consultation related to this district and the completion of 60% Plans	Completed December 2016.
Stipulation XIII. Review Process During Construction		
<ul style="list-style-type: none"> Plan for Unexpected Discoveries 	<p>To be developed and included as part of the Construction Protection Plan, anticipated schedule: TBD</p> <p>See also Stipulation IV.</p>	<p>In process; no activity during reporting period. Work will continue pending the outcome of public engagement.</p> <ul style="list-style-type: none"> Bassett Creek Tunnel Removal Project, an advanced utility project: Construction Protection Plan completed January 2020.⁵ Bassett Creek Tunnel Early Construction: Construction Protection Plan completed October 2017. Project-wide Construction Protection Plan for Historic Properties: In process. Floodplain Mitigation (Early Construction): In process.
<ul style="list-style-type: none"> Project Modifications 	As needed after the completion of the 100% Plans, through the completion of Project construction, anticipated timeframe: TBD	Not started.
<ul style="list-style-type: none"> Historic Properties Discovered or Unexpectedly Affected as a Result of Project Construction 	As needed during Project construction, anticipated schedule: TBD	Not started.
Stipulation XIV. Resolution of Additional Adverse Effects	As needed during duration of MOA implementation, anticipated timeframe: TBD or when all MOA measures have been implemented or the MOA is amended or terminated	On-going, as needed, no activity during reporting period.
Stipulation XV. Standards		
<ul style="list-style-type: none"> Carry out work pursuant to the MOA in accordance with the <i>SOI's Standards for Archaeology and Historic Preservation</i> 	Duration of MOA implementation, anticipated timeframe: TBD or when all MOA measures have been implemented or the MOA is amended or terminated	On-going.

⁵ Following completion of the 90% Plan review, the Bassett Creek Tunnel Removal advanced utility project was eliminated from the Blue Line Extension LRT Project.

MOA Action Item	Implementation Schedule	Implementation Status
<ul style="list-style-type: none"> FTA oversight to ensure that all activities carried out pursuant to the MOA are done by, or under the direct supervision of, historic preservation professionals who meet the <i>SOI's Professional Qualifications Standards</i> 	Duration of MOA implementation, anticipated timeframe: TBD or when all MOA measures have been implemented or the MOA is amended or terminated	On-going.
Stipulation XVI. Monitoring and Reporting		
<ul style="list-style-type: none"> Quarterly MOA Implementation Summary Report 	Every 3 months following MOA execution until it expires or is terminated, anticipated schedule: TBD or when all MOA measures have been implemented or the MOA is amended or terminated	On-going. The quarterly summary report for the previous reporting period was submitted to MnHPO on September 7, 2021. The next quarterly report will be prepared and submitted at the end of the next reporting period.
Stipulation XVII. Coordination with Other Federal Reviews		
	As needed during duration of MOA implementation, anticipated timeframe: TBD or when all MOA measures have been implemented or the MOA is amended or terminated	On-going, as needed, no activity during reporting period.
Stipulation XVIII. Dispute Resolution		
	As needed during duration of MOA implementation, anticipated timeframe: TBD or when all MOA measures have been implemented or the MOA is amended or terminated	On-going, as needed, no activity during reporting period.
Stipulation XIX. Duration, Amendments, and Termination		
	As needed during duration of MOA implementation, anticipated timeframe: TBD or when all MOA measures have been implemented or the MOA is amended or terminated	On-going, as needed, no activity during reporting period.