

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



**Quarterly Report No. 9
(September 1 – November 30, 2018)**

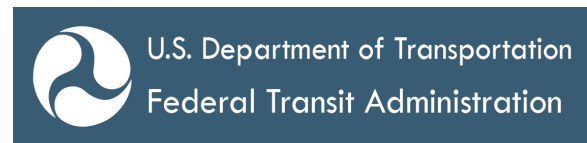
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Introduction

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 et. seq., 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. 9 prepared under the terms of the Project MOA and covers the reporting period from September 1 through November 30, 2018.

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 	<p>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, anticipated schedule: Q3 2016-Q1 2018</p> <p>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, anticipated schedule: Q2-Q4 2018</p>	<p>In process. MnDOT CRU completed its review of the third Phase I/II supplement to the original architecture/history survey for the Project, which included areas added to the Project’s architecture/history APE and Phase II evaluations of previously surveyed properties that will be 50 years of age at the time of Project construction.</p> <p>Of the 53 properties in the Phase I survey:</p> <ul style="list-style-type: none"> 39 were recommended as not eligible for inclusion in the NRHP; 2 were previously identified; and 12 were recommended for further evaluation as part of the Park Lane Residential District. <p>Two properties (Saloon [a.k.a. The Joint] and Warehouse [a.k.a. The Cabooze]) located within the Franklin OMF APE¹ are being treated as eligible for inclusion in the NRHP for the purposes of assessing Project effects under MOA Stipulation XIII.D.ii.</p> <p>Phase II evaluations were completed with the following recommendations:</p> <ul style="list-style-type: none"> Bethune Complex (comprised of Mary McLeod Bethune Elementary School, Phyllis Wheatley Community Center, and Bethune Park) and Prince Rogers Nelson’s Second Childhood Home were recommended as eligible for inclusion in the NRHP. Zion Baptist Church, Abraham Lincoln School, and John Nelson’s House were recommended as not eligible for inclusion in the NRHP. Park Lane Residential District (consisting of 422 individual properties, included the 12 properties evaluated as part of the Phase I survey) was also recommended as not eligible for inclusion in the NRHP.

¹ In accordance with Southwest Light Rail Transit Project MOA Stipulation II, MnDOT CRU and FTA identified two scope changes and several Civil Construction addenda items that necessitated revision of the Project’s Archaeological and Architecture/History APEs. One of these scope changes included the expansion of the existing Franklin OMF. Operations and maintenance functions previously included at Hopkins OMF will be accommodated at the existing Franklin OMF that was originally constructed to serve the METRO Blue Line. The Franklin OMF expansion was previously part of the Blue Line Extension LRT Project. Franklin OMF was transferred from the Blue Line Extension LRT Project to the Southwest Line Rail Transit Project beginning in this reporting period and will be evaluated under the Southwest LRT Project in all following reporting periods.

MOA Action Item	Implementation Schedule	Implementation Status
		<p>Additionally, MnDOT CRU reviewed and recommended adoption of the Federal Aviation Administration’s recent findings that Crystal Airport, a property located with the LRT Project’s APE, is not eligible for inclusion in the NRHP. MnDOT CRU notified FTA of its findings on August 22, 2018. FTA adopted MnDOT CRU’s findings and submitted them to MnHPO for review on September 11, 2018. MnHPO concurred with FTA’s findings and provided additional comment on October 11, 2018.</p> <p>The Council, with assistance from MnDOT CRU, reviewed proposals for archaeological survey within the revised APE at Theodore Wirth Regional Park. SWCA Environmental Consultants was accepted as the archaeological consultant with the Notice to Proceed signed on October 10, 2018. Field work was completed at the site on November 2, 2018, and the report will be reviewed during the next reporting period.</p>
<ul style="list-style-type: none"> • Assessment of Effects 	<p>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: Q1-Q2 2019.</p> <ul style="list-style-type: none"> • Robbinsdale Municipal Building • Bethune Complex • Prince Rogers Nelson Second Childhood Home 	<p>On-going, as needed, Bethune Complex and Prince Rogers Nelson Second Childhood Home added to the list during the reporting period.</p>
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 	<p>On-going through completion of the 100% Plans, anticipated schedule: Q3 2016-Q4 2019</p>	<p>On-going, also see Stipulation III</p>
<ul style="list-style-type: none"> • Consultation on Project design – segments required to meet the SOI’s Standards for the Treatment of Historic Properties 	<p>On-going through completion of the 100% Plans, anticipated schedule: Q3 2016-Q4 2019</p>	<p>On-going, also see Stipulation III</p>
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 	<p>Q3 2016</p>	<p>Completed September 2016</p>

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 	Q3-Q4 2016	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, anticipated schedule: Q4 2016, also see Stipulation XI	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, anticipated schedule: Q4 2016, also see Stipulation XII	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, anticipated schedule: Q4 2016-Q2 2018	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: anticipated schedule: Q1-Q3 2017 <ul style="list-style-type: none"> • Civil 1: Q1-Q2 2017, except for: <ul style="list-style-type: none"> ○ Plymouth Avenue Station Area: anticipated Q2-Q3 2017 ○ Robbinsdale Park & Ride Facility: anticipated Q4 2017-Q3 2018 • Civil 2: anticipated Q1-Q3 2017 • OMF: <ul style="list-style-type: none"> ○ Brooklyn Park: Q1-Q2 2017 ○ Franklin: Q2 2017 • Bridges: anticipated Q2-Q3 2017 • Systems: anticipated Q2-Q3 2017 	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 2017 • 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: Q2 2017-Q3 2019	In process. Consultation is complete with the exception of the Robbinsdale Park & Ride Facility. Consultation to inform the 90% Plans for it will continue as needed. Also see Stipulation II.
<ul style="list-style-type: none"> • Review of 90% Plans <ul style="list-style-type: none"> ○ MnDOT CRU/FTA 	Anticipated schedule: Q4 2017-Q3 2019 <ul style="list-style-type: none"> • Bassett Creek Tunnel Early Construction: Q3 2017 • Civil 1: anticipated Q4 2017-Q3 2018, except for: 	In process. <ul style="list-style-type: none"> • Bassett Creek Tunnel Early Construction: Reviewed at 100%

MOA Action Item	Implementation Schedule	Implementation Status
	<ul style="list-style-type: none"> ○ Plymouth Avenue Station Area: anticipated Q4 2017-Q3 2018 ○ Robbinsdale Park & Ride Facility: anticipated Q2 2017-Q3 2019 • Civil 2: Q4 2017-Q3 2018 • Early Construction (Theodore Wirth Bridge and Floodplain Mitigation/MCES): anticipated Q4 2017-Q3 2018 • OMF: <ul style="list-style-type: none"> ○ Brooklyn Park: anticipated Q4 2017-Q3 2019 ○ Franklin: anticipated Q4 2017-Q3 2018 • Bridges: Q4 2017-Q3 2018 • Systems: Q4 2017-Q3 2018 	<ul style="list-style-type: none"> • Civil 1, 2, Early Construction Theodore Wirth Bridge, OMF, Bridges, & Systems: With the exception of the Robbinsdale Park & Ride Facility and the OMFs, MnDOT CRU completed review of the Final 90% Plans and notified FTA of its findings on June 14, 2018. FTA adopted MnDOT CRU's findings and submitted the plans to MnHPO for concurrence on July 30, 2018. MnHPO provided its concurrence on August 31, 2018. • Floodplain Mitigation/MCES Early Construction: Completed June 8, 2018. • Franklin OMF: Due to changes in the Southwest Light Rail Transit Project (METRO Green Line Extension), the 90% Plans for the Franklin OMF will be developed and reviewed as part of the Southwest LRT Project in all following reporting periods.²
<ul style="list-style-type: none"> • Review of 100% Plans <ul style="list-style-type: none"> ○ MnDOT CRU/FTA 	<p>To be completed prior to the start of Project construction, anticipated schedule: Q4 2017-Q4 2019.</p> <ul style="list-style-type: none"> • Bassett Creek Tunnel Early Construction: Q3 2017 • Civil 1 <ul style="list-style-type: none"> ○ Plymouth Avenue Station Area: anticipated Q4 2019 ○ Robbinsdale Park & Ride Facility: anticipated Q4 2019 • Civil 2: anticipated Q4 2019 • Early Construction (Theodore Wirth Bridge and Floodplain Mitigation/MCES): anticipated Q1 2019 • OMF: <ul style="list-style-type: none"> ○ Brooklyn Park: anticipated Q4 1019 • Bridges: anticipated Q4 2019 • Systems: anticipated Q4 2019 	<p>In process.</p> <ul style="list-style-type: none"> • Bassett Creek Tunnel Early Construction: Completed October 2017 • Floodplain Mitigation/MCES Early Construction: In process. • Franklin OMF: Removed; see Review of 90% Plans. <p>Also see Stipulation IV.</p>
Stipulation IV. Construction Protection Plan		
<ul style="list-style-type: none"> • Construction Protection Plan 	<p>To be completed prior to the start of Project construction, anticipated schedule: Q4 2016-Q3 2020</p>	<p>In process. Work on the project-wide Construction Protection Plan for Historic Properties is on-going and will continue during the next reporting period. Also see Stipulation XIII.</p>
<ul style="list-style-type: none"> • Vibration Management and Remediation Monitoring Reporting 		

² See Footnote 1.

MOA Action Item	Implementation Schedule	Implementation Status
○ Pre-Construction Survey Reporting	To be completed prior to the start of Project construction, anticipated schedule: Q2 2018-Q3 2020	Not started
○ Post-Construction Survey Reporting	Will be on-going during Project construction, to be completed in the quarter following completion of Project construction, anticipated timeframe: Q3 2020-2023	Not started
Stipulation V. Noise Mitigation		
• 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: Q3 2016-2023	In process. 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.
• Property Specific Noise Mitigation		
○ Interior Testing	To be completed prior to the start of Project construction, anticipated schedule: Q2 2017-Q3 2020	Not started
○ Noise Mitigation Plan	As needed if, as a result of interior testing, FTA determines there is an adverse effect. If needed, anticipated schedule: Q2 2017-2023	Not started
Stipulation VI. National Register of Historic Places Nominations		
• Floyd B. Olson Memorial	To be completed no later than one year from the date the Project initiates revenue service operations, anticipated timeframe: 2021-2024	In process. 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 final location for the statue has been determined.
• Wayman A.M.E. Church	To be completed no later than one year from the date the Project initiates revenue service operations, anticipated timeframe: 2021-2024	Not started
Stipulation VII. Interpretation of Historic Properties³		
• Interpretive Plan	To be completed prior to, and incorporated into, the Project's 100% Plans, anticipated schedule: Q3 2016- Q4 2019	In process. <ul style="list-style-type: none"> Interpretive Plan: MnDOT CRU reviewed the Final Interpretive Plan and associated materials and notified FTA that the materials met MOA

³ 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
		<p>requirements on September 27, 2018. FTA adopted MnDOT CRU's findings and submitted the Plan to MnHPO on October 16, 2018. MnHPO provided its concurrence on November 16, 2018.</p> <ul style="list-style-type: none"> 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 	<p>To be installed prior to the initiation of revenue service operations, anticipated timeframe: Q2 2018-2023</p>	<p>Not started</p>
<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 	<p>To be developed after the Final Interpretative Plan is approved and completed and prior to initiation of revenue service operations, anticipated timeframe: Q2 2018-2023</p>	<p>Not started</p>
<p>Stipulation VIII. Floyd B. Olson Memorial</p>		
<ul style="list-style-type: none"> Treatment Plan 	<p>Anticipated to be completed prior to, and incorporated into, the Project's 100% Plans (MOA does not specify a timeframe), anticipated schedule: Q4 2016-Q1 2018</p>	<p>Completed March 2018.</p>
<ul style="list-style-type: none"> Site Improvements 	<p>To be completed no later than one year from the date the Project initiates revenue service operations, anticipated schedule: Q2 2017-2024</p>	<p>Not started</p>
<p>Stipulation IX. Osseo Branch of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District</p>		
<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 	<p>To be completed no later than one year from the date the Project initiates revenue service operations, anticipated timeframe: 2018-2024</p>	<p>Not started</p>
<p>Stipulation X. Grand Rounds Historic District</p>		

MOA Action Item	Implementation Schedule	Implementation Status
<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: Q3 2016-Q4 2019	In process. A Consultation Meeting was held on Wednesday, October 3, 2018 to discuss the Project's overall proposed impact on the Grand Rounds Historic District: Theodore Wirth Segment. 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: 2019-2022	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: 2019-2022	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, anticipated schedule: Q4 2016-Q1 2017, 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.
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, anticipated schedule: Q4 2016-Q1 2017, 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 	To be developed and included as part of the Construction Protection Plan, anticipated schedule: Q3 2016–Q3 2020, also see Stipulation IV.	In process. Work on the project-wide Construction Protection Plan for Historic Properties, which will include a Plan for Unexpected Discoveries, is on-going and will continue in the next reporting period. Work on a Construction Protection Plan for the Floodplain Mitigation (Early Construction) portion of the project work will also continue during the next reporting period.
<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: Q1 2020-2023	Not started

MOA Action Item	Implementation Schedule	Implementation Status
<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: Q3 2020-2023	Not started
Stipulation XIV. Resolution of Additional Adverse Effects	As needed during duration of MOA implementation, anticipated timeframe: Q3 2016-Q3 2026, or earlier if all MOA measures implemented	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: Q3 2016-Q3 2026, or earlier if all MOA measures implemented	On-going
<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: Q3 2016-Q3 2026, or earlier if all MOA measures implemented	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: Q3 2016-Q3 2026, or earlier if all MOA measures implemented	On-going. The quarterly summary report for the previous reporting period was submitted to MnHPO on September 5, 2018. 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: Q3 2016-Q3 2026, or earlier if all MOA measures implemented	On-going, as needed, no activity during reporting period
Stipulation XVIII. Dispute Resolution	As needed during duration of MOA implementation, anticipated timeframe: Q3 2016-Q3 2026, or earlier if all MOA measures implemented	On-going, as needed, no activity during reporting period
Stipulation XIX. Duration, Amendments, and Termination	As needed during duration of MOA implementation, anticipated timeframe: Q3 2016-Q3 2026, or earlier if all MOA measures implemented	On-going, as needed, no activity during reporting period