

**SOUTHWEST LIGHT RAIL TRANSIT PROJECT  
(METRO GREEN LINE EXTENSION)  
Section 106 Memorandum of Agreement**



**Quarterly Report No. 16  
(March 1, 2020 – May 31, 2020)**

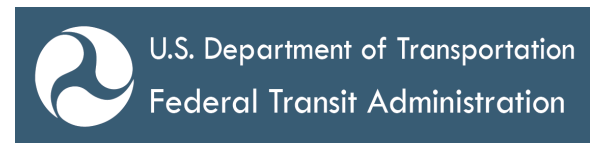
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and

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June 2020

# Introduction

The Southwest Light Rail Transit (LRT) (METRO Green Line Extension) Project (Project) is an approximately 14.5-mile long extension of the METRO Green Line (Central Corridor LRT). The line will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina. The project includes 16 new stations, a new rail support facility in Hopkins, an expansion of the existing Franklin Operation and Maintenance Facility in Minneapolis, approximately 2,500 additional park-and-ride spaces, accommodations for passenger drop off, bicycle and pedestrian access, and new or restructured local bus routes connecting stations to nearby destinations.

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), conduct surveys to identify and evaluate historic properties within the APE for the National Register of Historic Places, assess effects of the Project on historic properties, and resolve 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 Southwest Light Rail Transit (METRO Green Line Extension) Project, Hennepin County, Minnesota (MOA)*, which was executed on June 21, 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 in the Implementation Efforts section of this report.

APE	Area of Potential Effect
BNSF	Burlington Northern Santa Fe Railway
COR	Change Order Request
Council	Metropolitan Council
CRU	Cultural Resources Unit
FTA	Federal Transit Administration
GN	Great Northern Railway
HPC	Heritage Preservation Commission
LRT	Light Rail Transit
MHPR	Minnesota Historic Property Record
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
OMF	Operations and Maintenance Facility
Project	Southwest Light Rail Transit/METRO Green Line Extension
Q1	Quarter of the year, in this example, the First Quarter
RSF	Rail Support Facility
SCADA	Supervisory Control and Data Acquisition
SOI	Secretary of the Interior
StPM&M	St. Paul, Minneapolis & Manitoba Railroad
TPSS	Traction Power Substation(s)
WPA	Works Progress Administration

# Implementation Efforts

This is quarterly report No. 16 was prepared under the terms of the Project MOA and covers the reporting period from March 1, 2020, through May 31, 2020.

Table 1. MOA Implementation

MOA Action Item	Implementation Schedule	Implementation Status
<b>Stipulation I. Project Design Development</b>		
<ul style="list-style-type: none"> <li>Design Review - SOI's Standards for the Treatment of Historic Properties</li> </ul>	On-going through completion of the 100% Plans, anticipated schedule: Q3 2016-2022	On-going, also see Stipulations II, III, VI and VII, and Table 2: StPM&M / GN Historic District Measure I
<ul style="list-style-type: none"> <li>Design Review – Non-SOI's Standards for the Treatment of Historic Properties</li> </ul>	On-going through completion of the 100% Plans, anticipated schedule: Q3 2016-2022	On-going, also see Stipulation II
<b>Stipulation II. Pre-Construction Design Review</b>		
<ul style="list-style-type: none"> <li>Review of 90% Plans<sup>1</sup></li> </ul>	<ul style="list-style-type: none"> <li>General Project: Q3 2016</li> <li>Project modifications related to the Council's Agreements with BNSF: anticipated Q2-Q4 2018, also see Stipulation III and Table 2: StPM&amp;M / GN Historic District Measure I</li> <li>Project modifications related to Franklin OMF expansion, Hopkins RSF, and combined bid packages: anticipated Q3 2018-Q3 2020, also see Review of 100% Plans</li> </ul>	<p>In process.</p> <ul style="list-style-type: none"> <li>Completed August 2016 for Project as a whole.</li> <li>Project modifications               <ul style="list-style-type: none"> <li>Project modifications required by and related to the Council's Agreements with BNSF: Completed January 2019. Also see Stipulation III and Table 2: StPM&amp;M / GN Historic District Measure I.</li> <li>Review of the 90% Plans for Franklin OMF expansion is in process and will continue during the next reporting period. As noted in MOA Quarterly Report No. 10, FTA, with assistance from MnDOT CRU, will consult with MnHPO as appropriate per Stipulations II and III to consider effects of the expansion on the two properties in the Architecture/History APE for the expansion that FTA is treating as NRHP eligible for the purposes of Section 106: Saloon/The Joint (HE-MPC-05085) and Warehouse/The</li> </ul> </li> </ul>

<sup>1</sup> In accordance with 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. The Hopkins OMF, included in the scope when FTA issued its Section 106 final determination of effect for the Project on November 10, 2015, was removed. The Hopkins site will include a rail support facility (RSF). 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. Franklin OMF will require modifications to increase capacity and expand. The size of the OMF will not change. The Franklin OMF expansion was previously part of the Blue Line Extension LRT Project (SHPO #2011-3773). Franklin OMF was transferred from the Blue Line Extension LRT Project to the Southwest Line Rail Transit Project in Q4 2018.

MOA Action Item	Implementation Schedule	Implementation Status
<ul style="list-style-type: none"> <li>Review of 100% Plans</li> </ul>	<p>To be completed prior to the start of Project construction, but will be completed in stages as 100% Plans for different Project construction packages are completed, anticipated schedule: Q4 2016-Q4 2019</p> <ul style="list-style-type: none"> <li>Civil: anticipated Q4 2016-Q1 2017 <ul style="list-style-type: none"> <li>Addenda: anticipated Q3 2017-Q3 2018</li> <li>Project Modifications related to the Council's Agreements with BNSF: anticipated Q3 2018-Q4 2018, also see Stipulation III and Table 2: StPM&amp;M / GN Historic District Measure I</li> <li>Change orders: anticipated Q4 2018-2022</li> </ul> </li> <li>Systems and Tunnel Facilities: anticipated Q1 2017-Q2 2020</li> <li>Hopkins RSF: anticipated Q4 2020</li> <li>SCADA: anticipated Q1 2017-Q2 2020</li> <li>Kenilworth Corridor Landscape: anticipated 2022</li> <li>WPA Walls: anticipated Q1-Q2 2017, also see Stipulation VII</li> <li>Franklin OMF: anticipated Q2 2020</li> </ul>	<p>Cabooze (HE-MPC-19116). Also see Review of 100% Plans below and Stipulation III.</p> <p>In process.</p> <ul style="list-style-type: none"> <li>Civil 100% Plans: Completed February 2017. <ul style="list-style-type: none"> <li>Review of Addenda: Completed August 2018.</li> <li>Review of the 100% Plans for Project modifications required by and related to the Council's Agreements with BNSF as required by the mitigation plan for the StPM&amp;M / GN Historic District: Completed April 2019. Also see below, Stipulation III and Table 2: StPM&amp;M / GN Historic District Measure I. As part of its findings, FTA identified two minor items that MnDOT CRU needed to review and confirm during its review of the change orders to incorporate the Project modifications into Civil construction contract documents: <ul style="list-style-type: none"> <li>Color for Retaining Walls E405 and E407: Completed July 2019.</li> <li>Design for Retaining Wall E409: In process. On May 18, 2020, MnDOT CRU reviewed a COR that included the 100% Plans for Retaining Wall E409 and found that the plans met the design requirements of MOA Stipulation I.A and Measure I of the StPM&amp;M / GN Historic District Mitigation Plan. However, the wall color was not specified in the plans. The Council will issue a separate COR during the next reporting period to specify the color and MnDOT CRU will review it to confirm it meets the requirements of StPM&amp;M / GN Historic District Mitigation Plan Measure I.</li> </ul> </li> </ul> </li> <li>WPA Walls: Completed April 2017, also see Stipulation VII.</li> <li>Review of the Systems and Tunnel Facilities, Franklin OMF Plans, and SCADA: In process.</li> <li>Kenilworth Corridor Landscape: In process, on hold.</li> <li>See Stipulation XII for a summary of CORs reviewed during the reporting period.</li> </ul>
<p><b>Stipulation III. Resolution of Additional Adverse Effects</b></p>	<p>As needed during duration of MOA implementation (Q2 2016-Q2 2026)</p>	
<ul style="list-style-type: none"> <li>StPM&amp;M / GN Historic District</li> </ul>	<p>Q4 2017-Q2 2018</p>	<p>Completed, Mitigation Plan implementation in process. Also see Stipulation II and Table 2: StPM&amp;M / GN Historic District Measure I.</p>

MOA Action Item	Implementation Schedule	Implementation Status
<ul style="list-style-type: none"> <li>• Properties in Areas Added to the APE</li> </ul>	As needed: anticipated Q4 2018-Q2 2020	Not started. When FTA revised the Architecture/History APE on October 16, 2018, within the areas added it identified two properties that it is treating as eligible for the NRHP for the purposes of assessing effects: Saloon/The Joint (HE-MPC-05085) and Warehouse/The Cabooze (HE-MPC-19116). FTA is assessing effects of the Project on these properties. If FTA determines that either property will be adversely effected by the Project, it will consult with MnHPO and MOA concurring parties to resolve the adverse effect. Also see Stipulation II.
<b>Stipulation IV. Construction Protection Plan</b>		
<ul style="list-style-type: none"> <li>• Construction Protection Plan</li> </ul>	To be completed prior to the start of Project construction, anticipated schedule: Q3 2018-Q4 2018 <ul style="list-style-type: none"> <li>• Revisions: Q4 2018-Q1 2019</li> </ul>	Completed March 2019. Plan originally completed in April 2017, and revised in Q1 2019. Also see Stipulation XII.
<ul style="list-style-type: none"> <li>• Vibration Management and Remediation Monitoring Reporting</li> </ul>		
<ul style="list-style-type: none"> <li>○ Pre-Construction Survey Reporting</li> </ul>	To be completed prior to the start of Project construction, anticipated schedule: Q2 2019-Q1 2020	In process. Inspection survey work is on-going and will continue into the next reporting period. The Council and MnDOT CRU reviewed the first drafts of the pre-inspection survey reports for the Cedar Lake Parkway and Minikhada Club during the previous reporting period. Pre-inspection fieldwork for Site 20HE0409 was conducted during this reporting period.
<ul style="list-style-type: none"> <li>○ Post-Construction Survey Reporting</li> </ul>	On-going during Project construction, to be completed in the quarter following completion of Project construction, anticipated timeframe: Q2 2019-2022	Not started
<ul style="list-style-type: none"> <li>○ Construction Vibration Monitoring</li> </ul>	On-going during Project construction, anticipated timeframe Q2 2019-2022.	On-going. Construction vibration monitoring conducted during this reporting period includes: <ul style="list-style-type: none"> <li>• Minneapolis &amp; St. Louis Railway Depot: Active monitoring, no recorded exceedances of vibration limit.</li> <li>• Kenilworth Lagoon (GRHD) WPA retaining walls: Active monitoring, no recorded exceedances of vibration limit.</li> <li>• Chicago, Milwaukee, St. Paul &amp; Pacific Railroad Depot: No active monitoring, no high vibration activities nearby.</li> <li>• Peavey-Haglin Experimental Concrete Elevator: No active monitoring, no high vibration activities nearby.</li> </ul>

MOA Action Item	Implementation Schedule	Implementation Status
<b>Stipulation V. Archaeological Sites 21HE0436 and 21HE0437</b>		
<ul style="list-style-type: none"> <li>• Phase III Data Recovery</li> </ul>	To be completed prior to the start of Project construction in the vicinity of Sites 21HE0436 and 21HE0437, anticipated schedule: Q2 2018-Q2 2020	In process. Data recovery fieldwork was completed on June 22, 2018. Artifacts have been cleaned and cataloged. The Council and MnDOT CRU reviewed the first draft of the report in Q2 2019. The next draft is anticipated to be completed during the next reporting period.
<ul style="list-style-type: none"> <li>• Interpretation of Archaeological Sites</li> </ul>		
<ul style="list-style-type: none"> <li>○ Draft Interpretative Plan</li> </ul>	Q2-Q3 2016	Completed May 2016
<ul style="list-style-type: none"> <li>○ Final Interpretative Plan</li> </ul>	To be completed after completion of Phase III Data Recovery, anticipated schedule: Q2 2020-Q3 2020	In development, on hold. MnHPO provided comments on the draft interpretative plan on May 27, 2016. The City of Minneapolis and Minneapolis HPC provided comments on June 10, 2016. To the extent feasible, the Council will incorporate these comments into the final interpretative plan. Work on the final interpretative plan will resume after completion of the Phase III Data Recovery artifact analysis, which is anticipated to be next reporting period.
<ul style="list-style-type: none"> <li>○ Installation of Interpretation at Royalston Station</li> </ul>	To be installed after the Final Interpretative Plan is approved and finished before Project construction is completed, anticipated timeframe: Q3 2020-2022	Not started
<ul style="list-style-type: none"> <li>○ Website to Interpret Sites 21HE0436 and 21HE0437</li> </ul>	To be developed after the Final Interpretative Plan is approved and completed prior to initiation of revenue service operations, anticipated timeframe: Q3 2020-2023	Not started
<b>Stipulation VI. Chicago, Milwaukee, St. Paul &amp; Pacific Railroad Depot</b>		
<ul style="list-style-type: none"> <li>• Design measures to avoid adverse effect: relocate crossover tracks in front of depot 3,420' west and shift noise wall in front of depot 240' west</li> </ul>		
<ul style="list-style-type: none"> <li>○ Incorporate design revisions into 90% Plans</li> </ul>	Q2-Q3 2016	Completed August 2016
<ul style="list-style-type: none"> <li>○ Consult on revised design prior to completion of 100% Plans</li> </ul>	To be completed prior to the final 100% Plans, anticipated schedule: Q3 2016-Q1 2017, also see Stipulation II for timeline of completion of 100% Plans for different Project construction packages	Completed October 2016



MOA Action Item	Implementation Schedule	Implementation Status
○ Incorporate design revisions into 100% Plans	To be completed prior to the final 100% Plans, anticipated schedule: Q3 2016-Q4 2019, also see above and Stipulation II for timeline of completion of 100% Plans for different Project construction packages	In process. See above, below and Stipulations II and XII.
● Review of revised design	See Stipulations II and XII	In process. Changes are reflected in the Civil 100% Plans reviewed by MnDOT CRU and FTA. Review of Systems and Tunnel Facilities 100% Plans is in process. Also see above and Stipulations II and XII.
<b>Stipulation VII. Grand Rounds Historic District</b>		
● Kenilworth Lagoon Noise Mitigation		
○ Incorporate design into Project Plans	To be completed prior to the start of Project construction: Q3 2016-Q1 2017	Completed February 2017
○ Construct noise mitigation	To be completed prior to the completion of Project construction, anticipated timeframe: Q2 2020-2021	Not started
● Additional design consultation prior to completion of the 100% Plans	Q3 2016-Q2 2017	Completed June 2017
● Kenilworth Lagoon WPA Rustic Style Retaining Walls		
○ Construction plans	To be completed prior to the start of any Project construction in the vicinity of the WPA walls, anticipated schedule: Q3 2016-Q2 2017, also see Stipulation II	Completed April 2017. Also see Stipulation II.
○ Deconstruction and reconstruction of wall portion under the Project's Kenilworth Crossing and rehabilitation of wall portions beyond the crossing	To be completed prior to the completion of Project construction, anticipated timeframe: Q2 2019-2021	In process. Wall segments that needed to be deconstructed to build the freight rail bridge were documented and deconstructed in Q3 2019. Documentation and deconstruction of the remaining segment that needs to be removed for LRT bridge construction will begin once the freight rail bridge is completed. Also see Stipulation IV.
● Plans for the Grand Rounds Historic District: Canal System		
○ Preservation Plan	To be completed prior to initiation of revenue service operations, anticipated timeframe: 2019-2023	In process. As noted in Quarterly Report No. 14, the MPRB, with collaboration from the Council and assistance from MnDOT CRU, is preparing a master plan for Cedar Lake and Lake of the Isles, which will include a preservation plan for the Grand Rounds Historic District: Canal Segment that will meet the requirements of

MOA Action Item	Implementation Schedule	Implementation Status
		MOA Stipulation VII. During the reporting period MPRB entered into a contract with a consulting team and is in the process of developing a scope for the planning process. MPRB also initiated stakeholder outreach efforts. The planning process is currently delayed due to the COVID-19 and will proceed slowly until the pandemic is better under control.
○ Treatments Plan	To be completed prior to initiation of revenue service operations, anticipated timeframe: 2021-2023	Not started
<b>Stipulation VIII. Hopkins Commercial Historic District</b>		
• National Register of Historic Places Nomination	Work on nomination to be initiated within 6 months of MOA execution and completed prior to initiation of revenue service operations, anticipated timeframe: Q4 2016-2021	In development. Research work needed to prepare the nomination is ongoing and will continue during the next reporting period.
• Public Education	To be completed prior to initiation of revenue service operations, anticipated timeframe: 2018-2021	Not started
<b>Stipulation IX. Standards</b>		
• 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: Q2 2016-Q2 2026, or earlier if all MOA measures implemented	On-going
• 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: Q2 2016-Q2 2026, or earlier if all MOA measures implemented	On-going
<b>Stipulation X. Monitoring and Reporting</b>		
• Quarterly MOA Implementation Summary Report	Every 3 months following MOA execution until it expires or is terminated, anticipated schedule: Q3 2016-Q2 2026, or earlier if all MOA measures implemented	On-going. Quarterly summary report for previous reporting period submitted to MnHPO on March 19, 2020. Next quarterly report to be prepared and submitted at end of next reporting period.
<b>Stipulation XI. Coordination with Other Federal Reviews</b>		
	As needed for the duration of MOA implementation, anticipated timeframe: Q2 2016-Q2 2026, or earlier if all MOA measures implemented	On-going, as needed, no activity during reporting period, also see Stipulation II.

MOA Action Item	Implementation Schedule	Implementation Status
<b>Stipulation XII. Review Process During Construction</b>		
<ul style="list-style-type: none"> <li>Plan for Unexpected Discoveries</li> </ul>	<p>To be developed and included as part of the Construction Protection Plan, anticipated schedule: Q3 2016-Q1 2019</p> <ul style="list-style-type: none"> <li>Revisions: Q4 2018-Q1 2019</li> </ul>	<p>Completed March 2019. Plan originally completed in April 2017, and revised in Q1 2019. Also see Stipulation IV.</p>
<ul style="list-style-type: none"> <li>Project Modifications</li> </ul>	<p>After the completion of the 100% Plans, through the completion of Project construction, anticipated timeframe: Q2 2019-2023</p>	<p>In process. Civil construction began in May 2019.</p> <ul style="list-style-type: none"> <li>During this reporting period MnDOT CRU reviewed change order requests (CORs) to the Civil Construction 100% Plans (the Council awarded a contract for Civil Construction in November 2018 and major project construction commenced in May 2019) to determine potential for changes that would result in a change of effect to a historic property and adherence to SOI's Standards where required. A total of 68 CORs were provided by the Council for potential review, of which 23 were determined to not require review due to no potential to effect historic properties. A total of 5 Systems and Tunnel Facilities Change Orders were provided by the Council for potential review, of which 1 were determined to not require review due to no potential to effect historic properties. <ul style="list-style-type: none"> <li>MnDOT CRU reviewed several CORs within the StPM&amp;M / GN Historic District to confirm that plans meet the design requirements of MOA Stipulation I and StPM&amp;M / GN Historic District Mitigation Plan Measure I.</li> <li>COR-I #085 reviewed 100% Plans for Retaining Wall E409 to confirm that plans meet the design requirements of MOA Stipulation I and StPM&amp;M / GN Historic District Mitigation Plan Measure I. Also see Stipulation II StPM&amp;M / GN Historic District Mitigation Plan Measure I.</li> <li>COR-I #162 reviewed 100% Plans for changes to the foundation type of the pier protection for the Minneapolis, Northfield &amp; Southern Railroad Bridge to confirm that plans meet the design requirements of MOA Stipulations I and VI for the CMStP&amp;P Depot.</li> </ul> </li> </ul> <p>MnDOT CRU will continue to review new CORs during the next reporting period. If MnDOT CRU identifies any substantive changes, it will notify FTA of its findings. If FTA finds the item will result in a change of effect to a historic property, it will notify MnHPO and other consulting parties and will consult as appropriate.</p>

MOA Action Item	Implementation Schedule	Implementation Status
<ul style="list-style-type: none"> <li>Historic Properties Discovered or Unexpectedly Affected as a Result of Project Construction</li> </ul>	As needed during Project construction, anticipated timeframe: Q3 2016-Q2 2026, or earlier if all MOA measures implemented	<p>During this reporting period MnDOT CRU was notified of a Civil Change item determine if unexpected discoveries contained historic properties.</p> <ul style="list-style-type: none"> <li>In the previous reporting period an archaeological site was discovered. In accordance with the CPPHP an archaeologist reviewed the unexpected discovery and provided information to MnSHPO on March 9, 2020. During this reporting period, on March 20, 2020, MnSHPO concurred with the determination that the discovered site does not meet the criteria for listing in the NRHP. An Archaeological Monitoring Plan Memo was developed for continued monitoring of the site when construction occurs in the area to confirm there are no significant deposits that may meet NRHP criteria.</li> </ul>
<b>Stipulation XIII. Dispute Resolution</b>	As needed during duration of MOA implementation, anticipated timeframe: Q2 2016-Q2 2026, or earlier if all MOA measures implemented	On-going, as needed, no activity during reporting period
<b>Stipulation XIV. Duration, Amendments, and Termination</b>	As needed during duration of MOA implementation, anticipated timeframe: Q2 2016-Q2 2026, or earlier if all MOA measures implemented	On-going, as needed, no activity during reporting period

Table 2. Adverse Effect Mitigation Plan Implementation

StPM&M / GN Historic District Mitigation Plan Action Item	Implementation Schedule	Implementation Status
<b>Measure I. Project Design Development</b>		
<ul style="list-style-type: none"> <li>Design Review - SOI's Standards for the Treatment of Historic Properties</li> </ul>	On-going through completion of the 100% Plans, anticipated schedule: Q3 2017-2022, also see Table 1: Stipulations I and II	On-going, also see MOA Stipulations I, II, III, VI, VII and XII.
<ul style="list-style-type: none"> <li>Review of 90% Plans</li> </ul>	Project modifications related to the Council's Agreements with BNSF: Q2-Q4 2018	Completed January 2019. Also see MOA Stipulations II and III.
<ul style="list-style-type: none"> <li>Review of 100% Plans</li> </ul>	<ul style="list-style-type: none"> <li>Project modifications related to the Council's Agreements with BNSF: Q3 2018-Q2 2019</li> <li>Plans for interpretative element: anticipated, Q2 2020-Q4 2021 also see Measure III</li> </ul>	<p>Completed April 2019. Also see MOA Stipulations II, III and XII. As part of its findings, FTA identified two minor items that MnDOT CRU needed to review and confirm during its review of the change orders to incorporate the Project modifications into the Civil construction contract documents:</p> <ul style="list-style-type: none"> <li>Color for Retaining Walls E405 and E407: Completed July 2019.</li> <li>Design for Retaining Wall E409: In process. See MOA Stipulations II and XII.</li> </ul>

StPM&M / GN Historic District Mitigation Plan Action Item	Implementation Schedule	Implementation Status
<b>Measure II. MHPR</b>		
<ul style="list-style-type: none"> <li>Level II MHPR for the StPM&amp;M / GN Historic District (Linden Avenue to 12<sup>th</sup> Street North)</li> </ul>	To be completed prior to the start of any Project construction within and in the vicinity of the StPM&M / GH Historic District, anticipated schedule: Q3 2018-Q2 2021, also see Table 1: Stipulation III	In process. Initial fieldwork completed on October 30, 2018. Work on the document will continue during the next reporting period. Also see MOA Stipulation XII.
<b>Measure III. Interpretation of the StPM&amp;M / GN Historic District</b>		
<ul style="list-style-type: none"> <li>Draft Interpretative Plan</li> </ul>	Anticipated schedule: Q2-Q4 2020	Not started
<ul style="list-style-type: none"> <li>Final Interpretative Plan</li> </ul>	Anticipated schedule: Q4 2020-Q1 2021	Not started
<ul style="list-style-type: none"> <li>Review of 60% Plans for Interpretation</li> </ul>	Anticipated schedule: Q1 2021-Q2-2021	Not started
<ul style="list-style-type: none"> <li>Review of 100% Plans for Interpretation</li> </ul>	Anticipated schedule: Q3-Q4-2021	Not started
<ul style="list-style-type: none"> <li>Installation of Interpretation</li> </ul>	To be installed after the Final Interpretative Plan is approved and finished before Project construction is completed, anticipated timeframe: Q4 2021-2022	Not started
<ul style="list-style-type: none"> <li>Website to Interpret the StPM&amp;M / GN Historic District</li> </ul>	To be developed after the Final Interpretative Plan is approved and completed prior to initiation of revenue service operations, anticipated timeframe: Q4 2021-2023	Not started