

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



**Quarterly Report No. 7  
(December 1, 2017 – February 28, 2018)**

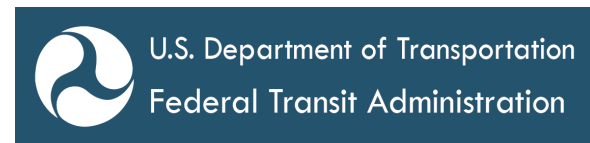
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and

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# 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 includes 16 new stations (including Town Center which is deferred for construction at a later date) and 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 also includes an operations and maintenance facility in Hopkins, 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 found in the Implementation Efforts section of this report.

APE	Area of Potential Effect
BNSF	Burlington Northern Santa Fe Railway
Council	Metropolitan Council
CRU	Cultural Resources Unit
FTA	Federal Transit Administration
HPC	Heritage Preservation Commission
LRT	Light Rail Transit
MnDOT	Minnesota Department of Transportation
MnHPO	Minnesota Historic Preservation Office
MOA	Memorandum of Agreement
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
SCADA	Supervisory Control and Data Acquisition
SOI	Secretary of the Interior
TPSS	Traction Power Substation(s)
WPA	Works Progress Administration

# Implementation Efforts

This is quarterly report No. 7 prepared under the terms of the Project MOA and covers the reporting period from December 1, 2017, through February 28, 2018.

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, VI and VII
<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</li> </ul>	Q3 2016	Completed August 2016
<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-Q2 2018</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-Q2 2018</li> <li>○ BNSF Agreements required design modifications: anticipated Q2-Q3 2018</li> </ul> </li> <li>• Systems and Tunnel Facilities: anticipated Q1 2017-Q2 2018</li> <li>• OMF: anticipated Q1 2017-Q1 2019</li> <li>• SCADA: anticipated Q1 2017-Q2 2018</li> <li>• Kenilworth Corridor Landscape: anticipated 2022</li> <li>• WPA Walls: anticipated Q1-Q2 2017, also see Stipulation VII</li> </ul>	<p>In process.</p> <ul style="list-style-type: none"> <li>• Civil 100% Plans: Completed February 2017.</li> <li>• WPA Walls: Completed April 2017. Also see Stipulation VII.</li> <li>• Review of the Systems and Tunnel Facilities, OMF Plans, and SCADA: In process.</li> <li>• Kenilworth Corridor Landscape: In process.</li> <li>• Review of Addenda Items to the Civil 100% Plans:               <ul style="list-style-type: none"> <li>○ No new Addenda Items were reviewed during the reporting period. MnDOT CRU will continue to review any additional Addenda Items during the next reporting period and issue findings. When MnDOT CRU has completed its review of all addenda, FTA will review them and issue its determination. FTA will then notify MnHPO and other consulting parties and will consult as appropriate</li> <li>○ During the previous reporting, MnDOT CRU identified Addenda Items that will require slight revisions of the Project's APE. FTA is in the process of revising the APE to account for these design modifications. FTA anticipates submitting the revisions to MnHPO during the next reporting period. If FTA, with assistance from MnDOT CRU, identifies any historic</li> </ul> </li> </ul>

MOA Action Item	Implementation Schedule	Implementation Status
		<p>properties in these areas, FTA will consult with MnHPO as appropriate per Stipulations II and III to consider effects on these properties.</p> <ul style="list-style-type: none"> <li>○ During the previous reporting period MnDOT CRU found, FTA determined, and MnHPO concurred that several proposed Project design modifications required by a tentative agreement the Council reached with BNSF to construct a portion of the Project on BNSF right-of-way would have an adverse effect on the St. Paul, Minneapolis &amp; Manitoba Railroad / Great Northern Railway Historic District. See Stipulation III for the process to resolve the adverse effect.</li> <li>● MnDOT CRU will continue to review any additional addenda during the next reporting period and issue findings. When MnDOT CRU has completed its review of all addenda, FTA will review them and issue its determination. FTA will then notify MnHPO and other consulting parties and will consult as appropriate.</li> </ul>
<b>Stipulation III. Resolution of Additional Adverse Effects</b>	As needed during duration of MOA implementation (Q2 2016-Q2 2026)	
<ul style="list-style-type: none"> <li>● St. Paul, Minneapolis &amp; Manitoba Railroad/ Great Northern Railway Historic District</li> </ul>	Q4 2017-Q2 2018	<p>In process. On November 7, 2017, FTA notified MnHPO and MOA consulting parties that proposed Project design modifications required by a tentative agreement the Council reached with BNSF to construct a portion of the Project on BNSF right-of-way would result in an adverse effect on the St. Paul, Minneapolis &amp; Manitoba Railroad / Great Northern Railway Historic District. MnHPO concurred with FTA's determination on December 8, 2017, but requested clarification on whether the adverse effect was avoidable or unavoidable. FTA is currently assessing whether or not the adverse effect is unavoidable and anticipates issuing findings during the next reporting period to respond to MnHPO's question.</p> <p>A consultation meeting was held with consulting parties on November 28, 2017, to gain input on how to resolve the adverse effect. FTA will hold additional consultation meeting during the next reporting period to gain additional input on how to resolve the adverse effect. If FTA determines the adverse effect is unavoidable, it will submit a Draft Mitigation Plan to consulting parties within 45 days from when it determines whether the adverse effect is unavoidable.</p>
<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 2016-Q3 2017	Completed April 2017

MOA Action Item	Implementation Schedule	Implementation Status
<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: Q3-Q4 2018	Not started
<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: Q4 2018-2022	Not started
<b>Stipulation V. Archaeological Sites 21HE0436 and 21HE 0437</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-Q3 2018	Not started. Anticipated to begin during 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: Q3 2018-Q1 2019	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 final interpretative plan will resume after completion of Phase III Data Recovery.
<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: Q1 2019-2021	Not started
<ul style="list-style-type: none"> <li>○ Website to Interpret Sites 21HE0436 and 21HE 0437</li> </ul>	To be developed after the Final Interpretative Plan is approved and completed prior to initiation of revenue service operations, anticipated timeframe: Q1 2019-2021	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>		

MOA Action Item	Implementation Schedule	Implementation Status
○ Incorporate design revisions into 90% Plans	Q2-Q3 2016	Completed August 2016
○ Consult on revised design prior to completion of 100% Plans	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
○ Incorporate design revisions into 100% Plans	To be completed prior to the final 100% Plans, anticipated schedule: Q3 2016-Q2 2018, also see above and Stipulation II for timeline of completion of 100% Plans for different Project construction packages	In process. See above, below and Stipulation II.
● Review of revised design	See Stipulation II	In process. Changes are reflected in the Civil 100% Plans reviewed by MnDOT CRU and FTA. Review of 100% Systems Plans is in process. Also see above and Stipulation II.
<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: Q3 2018-2021	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: Q3 2018-2021	Not started
● Plans for the Grand Rounds Historic District: Canal System		



MOA Action Item	Implementation Schedule	Implementation Status
○ Preservation Plan	To be completed prior to initiation of revenue service operations, anticipated timeframe: 2019-2023	Not started
○ Treatments Plan	To be completed prior to initiation of revenue service operations, anticipated timeframe: 2019-2023	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 2016-2018	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: 2018-2019	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 December 13, 2017. 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
<b>Stipulation XII. Review Process During Construction</b>		

MOA Action Item	Implementation Schedule	Implementation Status
<ul style="list-style-type: none"> <li>• Plan for Unexpected Discoveries</li> </ul>	To be developed and included as part of the Construction Protection Plan, anticipated schedule: Q3 2016-Q3 2017	Completed April 2017. See Construction Protection Plan bullet under Stipulation IV
<ul style="list-style-type: none"> <li>• Project Modifications</li> </ul>	After the completion of the 100% Plans, through the completion of Project construction, anticipated timeframe: Q2 2017-2022	Not started
<ul style="list-style-type: none"> <li>• Historic Properties Discovered or Unexpected 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	Not started
<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