

**STATUS REPORT
on the**

**Programmatic Agreement
Among
The Federal Transit Administration
The Metropolitan Council
The Minnesota State Historic Preservation Office
And
Advisory Council on Historic Preservation
Regarding the Construction of
The Central Corridor Light Rail Transit Project
Between Minneapolis and St. Paul, Minnesota**

**Status Report #4 (as corrected in September 2010)
August 2010**

INTRODUCTION

The Central Corridor Light Rail Transit (LRT) project is an approximately 11-mile LRT line that will serve the Minneapolis and St. Paul downtown areas, as well as the University of Minnesota (U of M) and the State Capitol complex. In downtown Minneapolis, it will integrate with the Hiawatha LRT line. There will be 23 stations along the line, including five shared with the existing Hiawatha LRT and an operations and maintenance facility will be constructed as part of the project in downtown St. Paul.

This Status Report covers the period from April 1 to July 31, 2010.

STIPULATION I: PROJECT DESIGN DEVELOPMENT

In the first quarter of the year (summarized in Progress Report #3), final conceptual plans were provided for MnSHPO and consulting party review of the proposed reconstruction of the Central Corridor LRT Operations and Maintenance Facility (OMF) façade. In a subsequent letter received from MnSHPO on April 6, the finding was made by MnSHPO that the proposed façade treatment, selected by a citizens Task Force, did not meet the Secretary of Interior's Standards for new construction and, as such, constituted an adverse effect on the adjacent Lowertown Historic District.

On May 5, 2010, a set of final design plans were submitted to MnSHPO for the Civil West portion of the Central Corridor LRT Project. The Civil West portion of the project includes installation of LRT tracks, catenary pole foundations, LRT stations, streetscaping and other project improvements from the connection of the CCLRT tracks with the Hiawatha LRT tracks near the Metrodome to the border of the cities of St. Paul and Minneapolis. On June 21, 2010, final modification to these plans affecting the sidewalk area near the east corner of Ford Hall (a contributing element to the U of M Campus Mall Historic District) was sent to MnSHPO, which was also part of the Civil West design package.

Raymond Avenue Station Area: On July 22, final design plans for the Central Corridor LRT streetscaping and public art in the University-Raymond Commercial Historic District were presented to the St. Paul Heritage Preservation Commission for approval. This approval was provided, finding that conditions made by the HPC at the 60% level of design completion had been addressed in the final designs. The HPC also requested that any lighting plan for way-finding signage be submitted for review and approval by staff and that a final mock-up of materials be provided to a small design review committee that would approve the materials, this will include review of a final mock-up of concrete finish on the communication and electrical housing.

Union Depot Station Area: On July 22, final design plans for the Central Corridor LRT streetscaping and public art in the Lowertown Historic District were presented to the St. Paul Heritage Preservation Commission for approval. This approval was provided, finding that conditions made by the HPC at the 60% level of design completion had been addressed in the final designs. The HPC also requested that any lighting plan for way-finding signage be submitted for review and approval by staff and that an existing tree at

Broadway and Fourth be replanted to be consistent with tree placement in the rest of the Historic District. Finally, the HPC requested that a final mock-up of materials be provided to a small design review committee that would approve the materials, this will include a review of a final mock-up of the concrete finish on the communication and electrical housing.

STIPULATION II: DESIGN OF FUTURE STATIONS AT HAMLINE, VICTORIA AND WESTERN

Final design plans for the infill stations at Hamline Avenue, Victoria Street and Western Avenue were submitted for MnSHPO review and comment in the first quarter of 2010 (as discussed in Status Report #3). On April 6, 2010, MnSHPO found that the plans submitted fulfilled the obligations of Stipulation II in the Programmatic Agreement and were consistent with the Secretary of Interior Standards. No adverse effects requiring mitigation were identified by MnSHPO.

STIPULATION III: ARCHAEOLOGY

There have been no actions pertaining to this stipulation in the reporting period.

STIPULATION IV: RESOLUTION OF ADVERSE EFFECTS

As of the date of the completion of this Status Report, MnSHPO has made adverse effects findings for four historic properties and/or districts – the St. Paul Urban Renewal Historic District, the State Capitol Mall Historic District, the St. Paul Union Depot, and the Lowertown Historic District.

St. Paul Union Depot: During the first quarter of 2010, work on finalizing the St. Paul Union Depot plan was suspended as discussions between the CCPO, MnSHPO, Ramsey County Regional Rail Authority, and other parties took place relating to the purchase of the Union Depot by Ramsey County and Ramsey County's plans for its re-use as a multi-modal facility. During the period covered by this status report, these discussions concluded and a final Mitigation Plan was submitted to MnSHPO for approval, which was received on June 24, 2010. Final copies of the approved Mitigation Plan will be sent to all consulting parties under separate cover.

State Capitol Mall Historic District: A final mitigation plan was circulated to MnSHPO and all parties on February 25, 2010.

St. Paul Urban Renewal Historic District: Mitigation for effects to the St. Paul Urban Renewal Historic District was documented in the Programmatic Agreement and is reported under Stipulation VII.

Lowertown Historic District: MnSHPO noted adverse visual effects to the Lowertown Historic District resulting from the preferred concept plan for façade construction on the LRT Operations and Maintenance Facility (OMF), which was circulated to consulting

parties in the first quarter of 2010. The Preservation Alliance of Minnesota and the St. Paul Heritage Preservation Commission sent a letter to Mark Fuhrmann, the CCLRT Project Director, in June regarding potential mitigation strategies for a draft Lowertown Historic District Mitigation Plan assembled to respond to MnSHPO's finding of adverse effects. Mr. Fuhrmann drafted a response indicating that CCPO staff would be working with City staff to investigate how CCPO could best coordinate with the City in implementing measures that intersected with the City's role in land use and planning activities. CCPO will continue to work with the City to complete a Draft Mitigation Plan that is in supports the City's and the HPC's roles. This Draft Mitigation Plan was originally targeted for completion in early August, but is now targeted for completion by early September.

STIPULATION V: NOISE AND VIBRATION ASSESSMENT AND MITIGATION

As reported in Status Report #3, a final draft of the VNMRP was provided to MnSHPO and to FTA for their review and acceptance, consistent with Stipulation V of the Programmatic Agreement, in March 2010. Consistent with Stipulation V.E., FTA approved the VNMRP on March 17, contingent upon concurrence from MnSHPO. MnSHPO approved the VNMRP in an e-mail dated April 23 and copies of the final VNMRP were circulated to all parties on May 6, 2010.

STIPULATION VI: PARKING AND TRAFFIC

Stipulation VI.A: There have been no actions pertaining to this stipulation in the reporting period.

Stipulation VI.B: There have been no actions pertaining to this stipulation in the reporting period.

Stipulation VI.C: CCPO outreach and public involvement staff continued to work during this reporting period with the City of St. Paul in implementing parking grant programs available through the City to small business owners along University Avenue.

STIPULATION VII: RECORDATION OF CEDAR STREET AND REDEVELOPMENT DESIGN GUIDLELINES

360 Cedar Street Recordation: The provisions of this stipulation were completed and documented in a letter dated January 8, 2010 from MnSHPO finding that the documentation fulfills Stipulation VII.A of the Programmatic Agreement.

Design Guidelines for 4th/5th/Minnesota/Cedar streets block: There have been no actions pertaining to this stipulation in the reporting period.

STIPULATIONS VIII THROUGH IX

There have been no actions pertaining to this stipulation in the reporting period.

STIPULATION X: PUBLIC INFORMATION AND INVOLVEMENT

Stipulation X.A: All documents developed as part of implementing the stipulations in the Programmatic Agreement, copies of status reports, and other documentation are now available at www.centralcorridor.org.

Stipulation X.B: During the period covered by this status report, the following concerns were noted by owners of historic properties and/or stakeholders in the Section 106 process and the following actions were taken:

Downtown St. Paul Athletic Club: Mr. John Rupp sent a memorandum to MnSHPO that was forwarded to the CCPO in April expressing several concerns relative to the Project's impacts on the Downtown St. Paul Athletic Club building, which he owns. Subsequently, a meeting was held with Mr. Rupp and CCPO staff to discuss his concerns. CCPO will continue to work with Mr. Rupp to respond to concerns he had regarding the design of the hardscaped area north of his building entrance and potential modifications that may discourage loiterers gathering at the corner of 5th and Cedar Streets. CCPO staff will continue to work with Mr. Rupp as the right-of-way acquisition process moves forward, as many of his concerns were related to the process of property acquisition and property interests related to an easement to the rear of the property.

Central Presbyterian Church: Pastor David Colby responded in April with comments to Status Report #3 expressing concerns about the Project and requesting a Mitigation Agreement between the Church and the Metropolitan Council that would be a legal document. Met Council leadership chose not to enter a legal agreement; however, measures to mitigate CCLRT impacts to Central Presbyterian Church have been delineated in a mitigation letter addressed to Pastor Colby. This mitigation letter includes commitments to testing at the Church to ensure the floating slab installed is operating as specified. CCPO staff met with members and staff of Central Presbyterian Church, as well as staff from the St. Paul HPC, to discuss the design of landscaping and other issues related to reconstructing the sidewalk area in front of the Church on Cedar Street. Subsequent to the meeting, a set of revised landscaping plans, reflecting the Church's input, was developed and delivered to Church staff in April. In May, CCPO staff, including the construction engineer, met with Central Presbyterian staff to discuss project construction activities that will begin in 2011 and other issues of concern to the Church related to Project construction.

KSTP Production Studios: CCPO staff met with staff from Hubbard Broadcasting, which owns the KSTP Production Studios and Broadcast Towers, to discuss their concerns regarding potential project impacts related to vibration, electromagnetic interference, and right-of-way acquisition in April. As a result of this meeting, in May, the CCPO directed its vibration consultant, Mr. Hugh Saurenman and his staff to do additional vibration testing inside Hubbard Broadcasting's television studios. In addition to contact with CCPO staff, Hubbard Broadcasting legal counsel was in discussion the Met Council regarding their desire to enter into a mitigation agreement. Met Council leadership chose

not to enter a legal agreement. A technical memorandum documenting the results of the testing was sent to Hubbard staff in July, which concluded mitigation measures (resilient track fasteners) should be extended west of their current terminus to mitigate potential adverse impacts from LRT-generated ground-borne noise into the television studios. The design for this extension was included in the Civil West design package.

STIPULATION XI: PROTECTION MEASURES

On March 1, 2010, a draft Construction Protection Plan (CPP) was submitted to MnSHPO and all parties for review and comment. MnSHPO approved the CPP on April 23 and a final copy of the CPP was sent to all parties on May 6, 2010.

STIPULATION XIV: QUARTERLY REPORT ON AGREEMENT IMPLEMENTATION

This is the fourth quarterly report prepared on the status of implementation of Central Corridor LRT Programmatic Agreement stipulations.

STIPULATION XV: STANDARDS

All work carried out pursuant to the Programmatic Agreement has been carried out consistent with the requirements noted in this stipulation.

STIPULATION XVI: DISPUTE RESOLUTION

There have been no disputes requiring resolution in the reporting period.

STIPULATION XVII: AMENDMENTS

There have been no requests, nor any preparation of, amendments to the Programmatic Agreement during the reporting period.

STIPULATION XVIII: TERMINATION OF AGREEMENT

There have been no requests by any party to terminate the Programmatic Agreement during the reporting period.

STIPULATION XIX: DURATION OF AGREEMENT

There has been no change to the duration of the Programmatic Agreement during the reporting period.

SCHEDULE OF ANTICIPATED ACTIVITIES OVER NEXT REPORTING PERIOD

The following activities are anticipated to take place over the next reporting period, concluding September 30, 2010.

- Review of final design plans for the OMF construction package for Operations and Maintenance Facility constructed in downtown St. Paul.
- Completion of draft design guidelines for the Cedar Street Block bounded by 4th, 5th and Minnesota streets in downtown St. Paul.
- Development of work plans for parking and traffic studies as described in Stipulations VI. A. and C. of the Programmatic Agreement.
- Development of a work plan for public education, as described in Stipulation IX. of the Programmatic Agreement.