



METRO PURPLE LINE BUS RAPID TRANSIT PROJECT (FORMERLY RUSH LINE)

Section 106 Memorandum of Agreement



**Quarterly Report No. 1
(September 22, 2021 – December 31, 2021)**

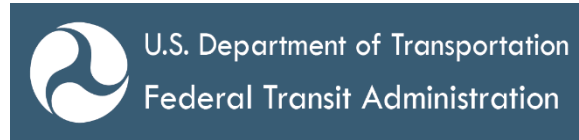
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On behalf of:

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Introduction

The METRO Purple Line Bus Rapid Transit (BRT) Project (Project), formerly known as the Rush Line BRT, is a proposed 15-mile-long BRT line located in Ramsey County, Minnesota. Operating in both mixed traffic and on a dedicated guideway, the proposed Project will connect downtown Saint Paul with the suburban municipalities of Maplewood, Vadnais Heights, Gem Lake, White Bear Township, and White Bear Lake. The proposed Project includes 21 stations, four (4) of which will be constructed under the METRO Gold Line Bus Rapid Transit Project. Three (3) stations are connected to park-and-ride facilities.

The Project sponsor, the Metropolitan Council (Council), may receive funding from the Federal Transit Administration (FTA), permits from the United States Army Corps of Engineers (USACE), and an interstate right-of-way use agreement from the Federal Highway Administration (FHWA) to construct the Project. Therefore, the Project is a federal undertaking and subject to the requirements of 36 Code of Federal Regulations (CFR) Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (54 United States Code [USC] § 306108). In accordance with 36 CFR 800.2(a)(2), the USACE and FHWA have recognized FTA as the lead federal agency for fulfilling their collective responsibilities for the Project under Section 106.

FTA, with assistance from the Minnesota Department of Transportation Cultural Resources Unit and Ramsey County on behalf of the Ramsey County Regional Railroad Authority (RCRRA), consulted with the Minnesota State Historic Preservation Office (MnSHPO) and other interested parties to define an Area of Potential Effect (APE), conducted surveys to identify and evaluate historic properties for the National Register of Historic Places, assessed effects of the Project on historic properties, and resolved adverse effects. The measures FTA and the Council 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 State Historic Preservation Office Regarding the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota* (MOA), executed on September 22, 2021.

This quarterly report meets the reporting requirements of MOA Stipulation XV.A. It provides an itemized listing of all measures required to implement the terms of the MOA, identifies actions FTA and the Council have 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 scheduling changes proposed, any disputes and objections submitted or resolved as part of FTA's efforts to carry out the terms of the MOA, any changes recommended in implementation of the MOA, and any notices related to the initiation of construction for individual bid packages, when applicable.

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
BRT	Bus Rapid Transit
CFR	Code of Federal Regulations
COR	Change Order Request
Council	Metropolitan Council
CPPHP	Construction Protection Plan for Historic Properties
FTA	Federal Transit Administration
FHWA	Federal Highway Administration
LS&M Railroad	Lake Superior & Mississippi Railroad
MnSHPO	Minnesota State Historic Preservation Office
MOA	Memorandum of Agreement
National Register	National Register of Historic Places
Project	METRO Purple Line BRT Project
Q1	Quarter of the calendar year, in this example, the First Quarter
RCRRA	Ramsey County Regional Railroad Authority
SOI Standards	Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68)
StPS&TF/Omaha Road	Saint Paul, Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad
USACE	United States Army Corps of Engineers

Implementation Efforts

This quarterly report No. 1 was prepared under the terms of the Project MOA and covers the reporting period from September 22, 2021 through December 31, 2021.

Table 1. MOA Implementation

MOA Action Item	Implementation Schedule	Implementation Status
Stipulation I. Applicability		
Offer other entities Consulting Party status.	As needed during duration of MOA implementation.	Ongoing, as needed; no activity during the reporting period.
Stipulation II. Standards		
Notify Consulting Parties of the individual selected to serve as Preservation Lead and Council staff member responsible for the contract.	As needed during duration of MOA implementation.	<p>Preservation Lead: Barbara A.M. Howard, Historian Minnesota Department of Transportation Cultural Resources Unit 395 John Ireland Boulevard, M.S. 620, St. Paul, MN 55155 P: 651-366-3636 Barbara.Howard@state.mn.us</p> <p>Council staff responsible for Preservation Lead contract: Chelsa Johnson, Environmental Lead METRO Purple Line BRT Project Metro Transit, a service of the Metropolitan Council Metro Square, 121 7th Place East, Suite 102, St. Paul, MN 55101 P. 651-602-1997 C. 602-370-3622 Chelsa.Johnson@metrotransit.org</p>
Stipulation III. Deliverables and Consulting Party Review Procedures		
Give Consulting Parties an opportunity to review all findings, determinations, documents, and deliverables.	As needed during duration of MOA implementation. Also see Stipulations IV through XII.	Ongoing, as needed; details outlined in relevant stipulations, below.
Stipulation IV. FTA Review of Project Plans		
Consultation with Consulting Parties to Gain Input on Project Design Development and Effects to Historic Properties.	As needed through Project development, engineering, and construction; anticipated schedule: 2022-2026. Consulting Party meeting(s) shall be held prior to the finalization of the 60% Project plans to discuss vegetative screening and to facilitate review of certain Project elements; anticipated schedule: Q4 2022. See also Stipulation V, VI, and VII.	Not started.

MOA Action Item	Implementation Schedule	Implementation Status
Review of Project plans, including determinations as to whether changes are needed to APE or finding of effect, whether design requirements have been met, and whether the plans incorporate commitments to Consulting Parties.	Ongoing through Project development, engineering, and construction; anticipated schedule: 2022-2026; see review schedule for specific design stages, below. Reviews may be completed as different construction contract packages are completed; specifics will be added below if necessary. See also Stipulations V, VI, XII, IX, XI, and XV.	Not started; see details related to specific design stages, below.
<ul style="list-style-type: none"> Review of 30% Plans, including submittal to Consulting Parties for review and comment. 	Anticipated schedule: Q2-Q3 2022	Not started.
<ul style="list-style-type: none"> Review of 60% Plans, including submittal to Consulting Parties for review and comment. 	Anticipated schedule: Q4 2022 – Q1 2023.	Not started.
<ul style="list-style-type: none"> Review of 90% Plans, including notification to Consulting Parties as desired, possibly through quarterly reporting (Stipulation XV). 	Anticipated schedule: Q3 2023.	Not started.
<ul style="list-style-type: none"> Review of 100% Plans, including notification to Consulting Parties as desired, possibly through quarterly reporting (Stipulation XV). 	To be completed prior to the start of Project construction; anticipated schedule: Q4 2023.	Not started.
<ul style="list-style-type: none"> Review of modifications made to the 100% Plans (Change Order Requests or CORs), including notification to Consulting Parties as desired, possibly through quarterly reporting (Stipulation XV). 	After the completion of the 100% Plans through the completion of Project construction; anticipated schedule: 2024-2026.	Not started.
Consider nearby historic properties in station area planning. If any station area plans are adopted by municipalities, assess the changes are needed to APE or finding of effect.	Anticipated schedule: Q4 2021-2024. Also see Stipulations IX and XI.	Ongoing.

MOA Action Item	Implementation Schedule	Implementation Status
Stipulation V. Design Requirements		
<p>The following design requirements must be met:</p> <ul style="list-style-type: none"> • Project elements at Union Depot Station shall be located within the portion of the train deck previously modified for existing modern bus infrastructure and shall be designed in conformance with the SOI Standards. • The trail connection to the noncontributing Bruce Vento Regional Trail in Phalen Park shall be blended visually and materially by mimicking the profile and appearance of the existing trail. • Project elements near Moose Lodge 963, including but not limited to the Frost Avenue Station and Gateway Trail Underpass, shall be designed in conformance with the SOI Standards. 	<p>Ongoing through Project development, engineering, and construction.</p> <p>Methods and appropriate points at which to gain input from MnSHPO, Consulting Parties, and the property owner, when applicable, are at the discretion of FTA and the Council.</p> <p>Also see Stipulation IV.</p>	<p>Ongoing, as needed; no activity during the reporting period.</p>
<p>Vegetative screening shall be preserved or reestablished between Project elements and historic properties, as follows:</p> <ul style="list-style-type: none"> • Arcade Street Station in relation to the StPS&TF/Omaha Road Railroad Corridor Historic District. • Maryland Avenue Station and Ramsey County rail right-of-way in relation to Johnson Parkway and Phalen Park. • Frost Street Station and Gateway Trail Underpass in relation to Moose Lodge 963. 	<p>Ongoing through Project development, engineering, and construction.</p> <p>At least one Consulting Party meeting shall be held prior to the finalization of the 60% Project plans; anticipated schedule: Q4 2022 - Q1 2023.</p> <p>Also see Stipulation IV.</p>	<p>Ongoing, as needed; no activity during the reporting period.</p>

MOA Action Item	Implementation Schedule	Implementation Status
Stipulation VI. Consulting Party Review of Certain Project Elements under the SOI Standards		
<p>Certain Project elements shall be designed in accordance with the SOI Standards to the extent feasible while still meeting the Project's purpose and need:</p> <ul style="list-style-type: none"> • Cayuga Street Station Area. • Barriers at Forest Street Bridge. • Johnson Parkway Bridge Area. • Weaver Trail Underpass. • Dedicated Guideway and Fitch/Barclay Trail Underpass, if either or both 1868 railroad roadway remnants (XX-RRD-NPR002 and XX-RRD-NPR003) can be avoided. 	<p>Ongoing through Project development, engineering, and construction; anticipated schedule: 2022-2026.</p> <p>Consulting parties shall be given the opportunity to review and comment on the 30% and 60% Plans; anticipated schedule: Q2 2022 and Q1 2023, respectively.</p> <p>At least one Consulting Party meeting shall be held prior to the finalization of the 60% Project plans; anticipated schedule: Q4 2022.</p> <p>Also see Stipulation IV.</p>	<p>Ongoing, as needed; no activity during the reporting period.</p>
Stipulation VII. Construction Protection Plans for Historic Properties (CPPHP)		
<p>Develop and implement a CPPHP for East Shore Drive, a contributing resource in Phalen Park.</p>	<p>CPPHP to be finalized prior to the start of construction bid document preparation; anticipated schedule: Q4 2023.</p>	<p>Not started.</p>
<p>Determine whether CPPHPs are needed for Great Northern Railroad Corridor Historic District, Westminster Junction, StPS&TF/Omaha Road Railroad Corridor Historic District, and Madeline L. Weaver Elementary School.</p>	<p>Determination to be made prior to the finalization of the 60% Project plans; anticipated schedule: Q3 2023.</p> <p>CPPHP, if needed, to be finalized prior to the start of Project construction; anticipated schedule: Q3 2024.</p>	<p>Not started.</p>
<p>If needed, CPPHP for the 1868 railroad roadway remnants between Kohlman Avenue and Beam Avenue (XX-RRD-NPR002) and/or between Gervais Avenue and County Road C (XX-RRD-NPR003).</p>	<p>CPPHP, if needed, to be finalized prior to the start of Project construction; anticipated schedule: Q4 2023.</p> <p>Also see Stipulation VIII.</p>	<p>Not started.</p>
<p>Project-specific Historic Property Awareness and Sensitivity Training.</p>	<p>Training to be completed prior to the start of Project construction and as needed throughout the duration of Project construction to account for changes in contractor staff; anticipated schedule 2024-2026.</p>	<p>Not started.</p>

MOA Action Item	Implementation Schedule	Implementation Status
Stipulation VIII. Mitigation for Adverse Effects to the LS&M Railroad Corridor Historic District		
<p>Determine whether the 1868 railroad roadway remnants between Kohlman Avenue and Beam Avenue (XX-RRD-NPR002) and between Gervais Avenue and County Road C (XX-RRD-NPR003) can be avoided through design.</p>	<p>Determination to be made prior to the finalization of the 60% Project plans, with Consulting Parties given an opportunity to review and comment; anticipated schedule: Q 4 2022 – Q1 2023.</p> <p>If either or both remnants can be avoided, Project design near the avoided remnant is subject to Stipulations VI and VII.</p> <p>If either or both remnants cannot be avoided, the affected remnant(s) shall be subject to data recovery (see below).</p>	Not started.
<p>Data recovery of 1868 railroad roadway remnant between Eldridge Avenue East and County Road B East (XX-RRD-NPR004), one portion of the property where the 1868 railroad roadway is concealed by the 1880s railroad roadway, and XX-RRD-NPR002 and/or XX-RRD-NPR003, if needed.</p>	<p>The draft and final research design/data recovery plan, draft and final Phase III data recovery report, and draft and final proposal for public education efforts to be submitted to Consulting Parties for review and comment; with research design/data recovery plan approved by MnSHPO prior to field activities; anticipated schedule: Q1 2023 for research design (if needed and informed by 60% design), targeting Q2 2024 for field activities.</p> <p>Field activities for data recovery to be completed prior to construction; anticipated schedule: Q2 2024.</p> <p>Final Phase III data recovery report and memo explaining associated public outreach is due one (1) year after the date the Project begins revenue service operations; anticipated schedule: 2027.</p>	Not started.
<p>National Register Evaluation of the LS&M Railroad Corridor between Saint Paul and Duluth.</p>	<p>The draft and final research design, survey report, and inventory forms to be submitted to Consulting Parties for review and comment, with final survey report and inventory forms due two (2) years after the date the Project begins revenue service operations; anticipated schedule: 2026-2028.</p>	Not started.
<p>Incorporation of interpretive elements at a minimum of one (1) BRT station in each of the following communities: Saint Paul, Maplewood, and White Bear Lake.</p>	<p>The draft and final interpretive plan to be submitted to Consulting Parties for review and comment, with final interpretive plan incorporated into the 100% Project plans; anticipated schedule: 2022-2024.</p> <p>Content of the interpretation to be incorporated into the Council’s webpage no later than one (1) year after the date the Project begins revenue service operations; anticipated schedule: 2027.</p>	Not started.
Stipulation IX. Changes to the Area of Potential Effects (APE)	As needed during duration of MOA implementation to account for any changes in Project design. Also see Stipulation IV.	Ongoing, as needed; no activity during the reporting period.

MOA Action Item	Implementation Schedule	Implementation Status
Stipulation X. Additional Survey and Evaluation	As needed during duration of MOA implementation to account for any changes in APE, the receipt of additional information, or when necessary due to delays in Project construction.	Ongoing, as needed; no activity during the reporting period.
Stipulation XI. Additional Assessments of Effects	As needed during duration of MOA implementation to account for any changes in Project design or the receipt of additional information.	Ongoing, as needed; no activity during the reporting period.
Stipulation XII. Consultation to Resolve Additional Adverse Effects	As needed during duration of MOA implementation.	Ongoing, as needed; no activity during the reporting period.
Stipulation XIII. Unexpected Discoveries	As needed during Project construction; anticipated schedule: 2024-2026.	Not started.
Stipulation XIV. Unanticipated Effects to Historic Properties	As needed during Project construction; anticipated schedule: 2024-2026.	Not Started.
Stipulation XV. Reviewing and Reporting of Agreement Implementation		
Submit Quarterly Report on Agreement Implementation to Consulting Parties.	Every 3 months following execution of MOA until it expires or is terminated; anticipated schedule of submittals to Consulting Parties: Q1 2022-Q1 2032.	Ongoing. This is the first quarterly report submittal. The next quarterly report will be prepared and submitted at the end of the next reporting period.
Stipulation XVI. Dispute Resolution	As needed during duration of MOA implementation.	Ongoing, as needed; no activity during the reporting period.
Stipulation XVII. Amendments	As needed during duration of MOA implementation.	Ongoing, as needed; no activity during the reporting period.
Stipulation XVIII. Duration	The Project MOA remains in effect until September 22, 2031. It may be extended by written concurrence of the Signatories and Invited Signatories.	Ongoing, as needed; no activity during the reporting period.
Stipulation XIX. Termination	As needed during duration of MOA implementation.	Ongoing, as needed; no activity during the reporting period.
Stipulation XX. Execution		
Submit Project MOA, updates to appendices, and any amendments to Consulting Parties and the ACHP.	The Project MOA is effective as of September 22, 2021.	Ongoing, as needed; no activity during the reporting period. Consulting Parties received a fully executed copy of the Project MOA on October 5, 2021.