

STATE HISTORIC PRESERVATION OFFICE

February 18, 2016

Marisol Simon  
Federal Transit Administration  
Region V  
200 West Adams St, Suite 320  
Chicago, IL 60608

RE: Metro Transit – Orange Line Project  
Establish a 17-mile Bus Rapid Transit (BRT) corridor along I-35W  
Minneapolis, Richfield, Bloomington and Burnsville  
Hennepin and Dakota Counties  
SHPO Number: 2015-1166

Dear Ms. Simon:

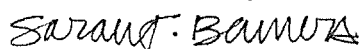
Thank you for the opportunity to comment on the above project. Information received in our office on 19 January 2016 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800.

As requested in your January 11th correspondence, we have completed our review of the *Section 106 Compliance Plan: Orange Line Bus Rapid Transit Project (Plan)*, specifically the sections regarding the area of potential effects (APE) as described on pages 5-6 of the Plan and documented on several maps included in Attachment 3.

In response, we agree that the APE is generally appropriate to take into account the potential direct and indirect effects of the proposed undertaking as we currently understand it. As the project's scope of work is further defined, or if it is significantly altered from the current scope, additional consultation with our office may be necessary in order to revise the current APE. For clarification, pursuant to 36 CFR 800.4(a) it is ultimately the Federal agency's responsibility to determine and document the area of potential effects in consultation with the SHPO, which you have done at this stage in the review, and the final determination does not require concurrence from our office.

We look forward to continuing consultation on this project. Please feel free to contact me if you have any questions regarding our comment letter. I can be reached by phone at 651-259-3456 or e-mail at [sarah.beimers@mnhs.org](mailto:sarah.beimers@mnhs.org).

Sincerely,



Sarah J. Beimers, Manager  
Government Programs & Compliance

cc: Reggie Arkell, FTA Regional Office



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

January 11, 2016

Sarah J. Beimers, Manager  
Government Programs and Compliance  
MN State Historic Preservation Office  
Minnesota Historical Society  
345 Kellogg Blvd W  
St. Paul, MN 55102

RE: Area of Potential Effect – Section 106 Consultation Process for the Orange Line Bus Rapid Transit Project,  
Twin Cities Region, Minnesota

Dear Ms. Beimers,

The Federal Transit Administration (FTA) initiated Section 106 consultation with your office for the Orange Line Bus Rapid Transit Project (the "Project") on January 29, 2015. The FTA grant recipient is the Metropolitan Council.

The Project is a 17-mile corridor bus improvement project in Minneapolis, Richfield, Bloomington, and Burnsville. The Project will travel between downtown Minneapolis and the Burnsville Transit Center primarily on Marquette/2nd Avenues, I-35W, and Trunk Highway 13. Generally, buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations. The Project will provide 10-minute peak frequency and 15-minute off-peak and weekend frequency. Service will operate 20 hours per day, seven days per week. The Project will begin its trip at the downtown terminal on 1st Street South, just west of 2nd Avenue South in Minneapolis.

This correspondence serves as documentation of our determination of the area of potential effect (APE), pursuant to 36 CFR § 800.4(a)1. FTA requests your concurrence on our determination of the APE following your review of the enclosed Section 106 Compliance Plan (discussion of the APE begins on page 4). Please indicate your concurrence with FTA's determination of the APE within 30 days of receipt of the letter.

Thank you in advance for your assistance on this project. Please contact Reggie Arkell of the FTA Regional Office at (312) 886-3704 or [reginald.arkell@dot.gov](mailto:reginald.arkell@dot.gov) with any questions.

Sincerely,

Marisol R. Simon,  
Regional Administrator

cc: Mary Gustafson, Metro Transit/Metropolitan Council

Enclosures: Section 106 Compliance Plan  
Section 106 Initiation Letter

## **Section 106 Compliance Plan Orange Line Bus Rapid Transit Project**

### **Introduction and Project Background**

The Metro Transit division of Metropolitan Council is proposing to develop the Orange Line Bus Rapid Transit (BRT) project (Attachment 1). The Orange Line is a 17-mile corridor bus improvement project in Minneapolis, Richfield, Bloomington, and Burnsville. The Orange Line will travel between downtown Minneapolis and the Burnsville Transit Center primarily on Marquette/2<sup>nd</sup> Avenues, I-35W, and Trunk Highway 13. Generally, Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations. The project is proposed to include three new BRT advantages: a transit-only fly-over bridge at 12<sup>th</sup> Street in downtown Minneapolis, a transit-only underpass and sidewalk on Knox Avenue between 76<sup>th</sup> Street and American Boulevard in Richfield and Bloomington, and a transit or HOV freeway ramp bypass at Burnsville Parkway and I-35W<sup>1</sup>. An overview map of the project is included in Attachment 1.

The Orange Line Project is receiving federal funding from the Federal Transit Administration (FTA) and, therefore, must comply with Section 106 of the National Historic Preservation Act (Section 106) and the National Environmental Policy Act (NEPA). In addition, the Orange Line Project must comply with state cultural resources laws, including the Minnesota Historic Sites Act, Minnesota Field Archaeology Act, and Minnesota Private Cemeteries Act. The FTA has determined that, for the purposes of NEPA compliance, the class of action for the Orange Line Project is a Documented Categorical Exclusion (DCE). The Section 106 and NEPA documentation are being prepared concurrently. The FTA initiated Section 106 consultation with the Minnesota State Historic Preservation Office (SHPO) on January 29, 2015.

This Section 106 plan and attached area of potential effects (APE) delineation map sets the course for future steps in the process. In order to complete Section 106 consultation, it will be necessary to complete the following steps:

- FTA submits the APE map to SHPO for concurrence;
- FTA identifies and evaluates historic properties within the APE and seeks SHPO concurrence;
- FTA assesses effects on historic properties that may result from the Orange Line Project and seeks SHPO concurrence; and
- FTA and SHPO identify measures to resolve adverse effects, if any.

### **Purpose and Need for the Project**

The purpose of the Orange Line project is to provide faster, more reliable, and more attractive transit service in the I-35W corridor generally using existing travel lanes. The I-35W corridor provides access to downtown and midtown Minneapolis, the I-494 corridor, and other suburban

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<sup>1</sup> If pursued as an HOV bypass, this guideway improvement would fall outside the Orange Line Small Starts project.

nodes. Although this corridor currently is served by transit, I-35W is heavily used, carrying 210,000 vehicles daily and 14,000 transit riders daily as of 2012. The Orange Line will complement existing express and local bus services, and it will benefit existing riders and attract new riders with all-day frequent BRT service, upgraded stations, and other service improvements.

## **Stations and Project Components**

The Orange Line generally will utilize existing bus stops with new amenities ranging from a minimum of new signage and fare collection equipment to new platforms and shelters. Two stations will be at new locations. The proposed Orange Line stations are described below, followed by project operational components.

### ***Orange Line Stations***

**Downtown Minneapolis.** In downtown Minneapolis, the Orange Line will be integrated into existing transit stop groups on Marquette Avenue (southbound) and 2<sup>nd</sup> Avenue (northbound). Although stop group assignments have not been determined, pairs of stations are expected in the vicinity of 5<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, and 11<sup>th</sup> Streets. BRT stations will utilize existing bus stops, and new amenities will include signage, potentially including free-standing pylon type signs, and fare collection equipment.

Access into downtown Minneapolis for the Orange Line buses may be improved through a transit-only ramp improvement. This design element is in the preliminary design stage but could include a bidirectional fly-over bridge connecting 12<sup>th</sup> Street to Trunk Highway 65.

**Lake Street and 46<sup>th</sup> Street Stations.** In south Minneapolis, the Orange Line will utilize the Lake Street Station, which is being planned and constructed as part of the I-35W/Lake Street Transit Access Project and for which Section 106 consultation is in progress, and the 46<sup>th</sup> Street Station, which opened in 2010. The only improvements specific to the Orange Line at 46<sup>th</sup> Street will be interior signage and electronic ticket vending machines.

**66<sup>th</sup> Street Stations.** The 66<sup>th</sup> Street Stations will be located on the I-35W ramps on the freeway side of the noise walls, located south of 66<sup>th</sup> Street on the east side of the northbound exit ramp and south of 66<sup>th</sup> Street on the west side of the southbound on ramp. These will be new stations, at the existing bus stop location northbound, and at a new location southbound. Both northbound and southbound stations will have platforms within existing freeway right of way. Within the limits of constructed platforms, the project will also construct substantial passenger stations with rail-like amenities, including the following:

- Passenger waiting shelters for weather protection, sized in a range of modular configurations to accommodate customer demand and fit within site constraints
- Electronic ticket vending machines to facilitate proof-of-payment fare collection
- Real-time next bus arrival electronic signage and static wayfinding information, including clear connections to intersecting service and nearby destinations
- Other amenities including radiant heat lamps, lighting, emergency call boxes, security cameras, waste receptacles, and bicycle amenities.

**Knox Avenue and 76<sup>th</sup> Street and American Boulevard Stations.** This group will consist of two sets of stations on either side of Interstate 494: 76<sup>th</sup> Street and Knox Avenue (northbound and southbound) and American Boulevard and Knox Avenue (northbound and southbound). The 76<sup>th</sup> Street Stations will be new stations (none existing), located on the east and west sides of Knox Avenue south of 76<sup>th</sup> Street adjacent to the sidewalks. One northbound location and two alternative southbound locations are being considered for potential stations at American Boulevard. North of American Boulevard, the stations will be located within new right of way or easement to be acquired for the Knox Avenue Transitway: the southbound on the west side where there is no bus stop currently and the northbound on the east side at an existing bus stop currently on private property. The second option for a southbound station is on the west side of Knox Avenue, south of American Boulevard and would be within new right of way or easement to be acquired. Improvements at these stations will be similar to the 66<sup>th</sup> Street Stations described above.

The proposed Knox Avenue Transitway will consist of existing right of way, new right of way, and new construction. The transitway will follow the existing Knox Avenue south of 76<sup>th</sup> Street to the cul-de-sac south of Best Buy Headquarters, then will run on a new street and through a new underpass to be constructed below I-494. South of I-494, the transitway will run on new right of way along the existing Southtown Service Drive within the shopping center parking lot. The transitway will follow the existing Knox Avenue south of American Boulevard to 82<sup>nd</sup> Street, where it will connect with I-35W.

**98<sup>th</sup> Street Station.** The 98<sup>th</sup> Street Station will be a new platform located adjacent to the existing park and ride and South Bloomington transit center along the I-35W northbound exit ramp between 98<sup>th</sup> and 99<sup>th</sup> Streets (northbound and southbound). The 98<sup>th</sup> Street Station will be located within existing right of way. Improvements at this station will be similar to the 66<sup>th</sup> Street Stations described above.

**Burnsville Transit and Travelers Trail Stations.** There are two options for this location, both near Nicollet Avenue and Trunk Highway (TH) 13. Option 1 is the Travelers Trail Station, which would be located in a parking lot in the southwest quadrant of Nicollet and TH 13 and currently used for transit operations. Option 2 is the Burnsville Transit Station, which would be located in the parking lot of the existing transit station run by the Minnesota Valley Transit Authority. Both options would be new stations, and improvements would be similar to the 66<sup>th</sup> Street Stations described above.

Related improvements for Option 1 include repaving and reorienting the existing surface parking lot and providing new bus right-turn access from Nicollet into the parking lot. In addition, a transit-only or HOV bypass would be built for entering I-35W from Burnsville Parkway.

**Burnsville Parkway Station.** The Burnsville Parkway Station would be a new station located along the side of the existing road on the west side of Travelers Trail north of Burnsville Parkway (northbound only). This station will be located within existing right of way. Improvements at this station will be similar to the 66<sup>th</sup> Street Stations described above.

## ***Project Components***

To address the needs for the project, the project will construct and deploy station enhancements as described above as well as specialized vehicles, improved service frequency, and a summary of construction phase activities.

**Service.** The Orange Line will provide 10-minute peak frequency and 15-minute off-peak and weekend frequency. Service will operate 20 hours per day, seven days per week. The BRT line will begin its trip at the downtown terminal on 1<sup>st</sup> Street South, just west of 2<sup>nd</sup> Avenue South in Minneapolis.

**Technology.** The Orange Line will build on previous technology infrastructure investments along the corridor. Next-bus arrival information is currently available on monitors and annunciators on Marquette and 2<sup>nd</sup> Avenues downtown, as well as at the 46<sup>th</sup> Street Station and South Bloomington Transit Center. Visual and audio real-time information will be added at all remaining Orange Line platforms. Transit Signal Priority (TSP) is planned in all areas where the Orange Line will intersect general purpose traffic.

**Fare Collection.** The Orange Line will have entirely off-board fare collection, with full service ticket vending machines and fare validation pedestals at each station platform.

**Branding.** The Orange Line vehicles, signage, wayfinding, and state platforms will include the regional METRO branding. Exterior design and color scheme will be consistent with METRO Red, Blue, and Green Lines, which are easily distinguishable from local and express bus routes serving those stations.

**Fleet.** The Orange Line will use nine 60-foot, three-door, articulated BRT buses. Eleven buses will be purchased to provide two spares for this unique subfleet. During operation, boarding will be allowed through all doors.

**Maintenance Facility.** The Orange Line fleet will be maintained and operated out of the planned expansion of the existing Heywood Garage at 560 Sixth Avenue North in Minneapolis. The expansion of this garage is needed to address system-wide issues and is proceeding as a separate project.

## **Cultural Resources Studies**

FTA will be responsible for consultation with SHPO to complete the Section 106 process. Summit Envirosolutions (Summit), as a consultant to Metro Transit, will complete the historic resources analysis to assist in Section 106 compliance as outlined below. Andrew Schmidt will serve as the Principal Investigator for Summit. All Section 106 documentation will be submitted to FTA for approval, and FTA will submit documentation to SHPO for review and comment.

## ***Archaeological Resources***

The construction activities will occur entirely within existing transportation rights-of-way, which have been previously disturbed during the construction of the existing infrastructure, including roadways, utilities, sidewalks, and so forth. As a result, the potential for effect to archeological

resources is low, and no additional archaeological studies will be undertaken for the purposes of Section 106.

### ***Area of Potential Effects Justification***

The Orange Line mostly will operate in mixed traffic and in existing traffic lanes along existing streets. Where this is planned, street reconstruction is not planned, though 9-inch curb platforms are planned as part of the new stations at up to 6 of the proposed new stations outside of downtown. As described above, the project will include dedicated guideway improvements in three areas. All construction activity will be limited to the existing transportation rights of way, with the exception of the aforementioned new right of way at Knox Avenue in Bloomington.

The potential effects associated with construction and operation of transportation projects are typically grouped into the following types: noise, vibration, traffic, redevelopment, and visual. Studies completed for similar projects indicate that there will be no distinguishable increases in noise or traffic resulting from the Orange Line project because the existing streets are busy transportation corridors with existing bus service. In addition, buses do not cause noticeable vibration to adjacent properties. Furthermore, redevelopment of nearby properties is not a stated goal of the Orange Line Project, and because it is an enhancement of an existing bus route, the project is unlikely to spur redevelopment.

The Orange Line Project will represent a visual change to properties nearby the proposed stations and busways. Construction of the guideway improvements will include a flyover bridge at 12<sup>th</sup> Street in Minneapolis and a freeway underpass at Knox Avenue and I-494. In addition, construction at the proposed new stations will include station platforms, passenger shelters, and associated amenities. The passenger shelters and amenities will be new structures – either completely new structures or enhanced shelters. In downtown, amenities will include new pylon markers, signage, and fare collection equipment. This construction will introduce new visual elements to the corridor and, therefore, will have an effect on nearby historic properties. For the passenger shelters, due to the urban nature of the route and the proposed dimensions and materials of the shelters (see Attachment 2), the visual changes are expected to be minor and would be limited to properties in the immediate vicinity of each station. In downtown Minneapolis, however, because the flyover bridge is still in the concept-level of design and the exact placement of station amenities is not known, the APE includes all properties adjacent to the corridor.

### ***Area of Potential Effects Definition***

Summit has delineated a recommended area of potential effects (APE) for the Orange Line project based on current project information (Attachment 3). As described in the APE justification above, the only foreseeable potential effect to historic properties resulting from the Orange Line project is visual changes resulting from construction of new guideway improvements, stations, and pylon station markers. The proposed changes resulting from new station construction can be grouped into three categories:

- a new station replacing an existing shelter in the same location;
- a new station replacing an existing shelter but in a new location; or
- a new station where no shelter existed previously.

Because the design is in early stages in downtown Minneapolis, The APE includes all properties adjacent to the corridor within a continuous area from just north of the I-94/35W commons, along 12<sup>th</sup> Street between Trunk Highway 65 and Marquette Avenue, and along Marquette and 2<sup>nd</sup> Avenues between 12<sup>th</sup> and 1<sup>st</sup> Streets (see Attachment 3).

At stations outside of downtown, the APE is focused on properties adjacent to the station platforms, which typically measure 80-110 feet in length by 12-16 feet in width, as well as tie-ins to surrounding sidewalks and roadway. The proposed APE addresses potential visual effects by including properties that have a direct view of a new shelter, platform, or pylon station marker. Because the northbound and southbound stations are generally grouped at single intersections, the APE includes properties in the four quadrants of intersections where stations are proposed or the equivalent where stations are not at intersections. The table in Attachment 4 lists the station locations and the status of the shelters. The APE includes properties that would have direct views of new shelters, platforms, or pylons, but it does not include properties that would have obscured views of those new structures because, in those cases, visual changes would be unnoticeable to most viewers. In the cases of the 76<sup>th</sup> Street Station and the Travelers Trail/Burnsville Transit Stations, the APE also includes properties adjacent to the proposed guideway improvements. All construction activities will take place in the public transportation right-of-way, except at Knox Avenue where there is new right-of-way planned between I-494 and American Boulevard.

### ***Additional Consulting Parties and Public Engagement***

Identification of interested parties who may wish to participate in the consultation is an important aspect of Section 106. The FTA will take the lead in contacting interested parties who may choose to participate, including tribal groups with traditions in or near the project area, the Heritage Preservation Commission of Minneapolis, and the Cities of Richfield, Bloomington, and Burnsville. If any interested parties request status as consulting parties, they will be included in the consultation process.

Because there will be a process for engaging local stakeholders (residents, businesses, neighborhood groups) for the purposes of NEPA, the Section 106 public engagement will also utilize this process. For example, historic resources will be discussed at a stakeholder meeting after the historic resources report has been submitted to SHPO and prior to the assessment of effects. This will allow Summit and agencies to gather input regarding the identified historic properties as well as concerns regarding effects to those properties. The topic of historic resources will be specifically stated as an agenda item in notification for this stakeholder meeting.

### ***Identify Historic Properties***

In order to identify historic properties within the APE, Summit will complete background research, develop historic contexts, and conduct a Phase I field survey of potential historic properties. Summit also will complete Phase II evaluations of potentially historic properties, as needed.



Summit will review the results of previous historical studies along the Orange Line corridor to better understand the types of resources likely to be present. Research will be conducted at the SHPO, including a query of their historic resources database and a review of previously inventoried properties and previous survey reports, as well as the Minnesota Historical Society library, and the University of Minnesota Wilson Library.

The review of previous historical studies will indicate what portions of the APE have been previously surveyed, and which properties previously have been found to be historic and which have been found to be not historic. For the purposes of Section 106, a property is considered historic if it is listed in or eligible for listing in the National Register of Historic Places (National Register). It is expected that additional historical analysis will be needed to survey areas not previously surveyed, to update areas surveyed more than five years ago, and to assess the current conditions of properties previously determined eligible.

Summit will assess the completeness of previous studies and will evaluate or re-evaluate properties for National Register eligibility, if such evaluations are needed. Using the Project APE, Summit will assess whether any areas within the current APE were not previously surveyed. In addition, Summit will assess whether any properties within the APE have reached 45 years old since they were previously surveyed. Finally, Summit will re-assess the historic integrity of properties previously surveyed to determine if the integrity of previously eligible properties has been compromised.

Within areas not previously surveyed, Summit will conduct a Phase I architectural history survey. All properties (buildings, structures, objects, sites, landscapes, and districts) 45 years and older within the survey area will be recorded and assessed for potential National Register eligibility. Properties that are less than 45 years in age but appear to have exceptional historic significance will be documented. Documentation will include architectural descriptions, photographs, and GIS mapping. These properties will receive a SHPO inventory number and will be documented on inventory forms. Properties less than 45 years old that are not of exceptional significance will be recorded in table format but will not be photographed, or mapped.

Properties previously determined to be eligible for the National Register will be photographed and an updated inventory form will be prepared that describes the current conditions and evaluates if the property is still eligible. The original SHPO number will be used for the updated forms. Summit also will review the previous reports to assess whether any properties within the previous survey areas have become 45 years old or older since the time of survey. If this is the case for any properties, Summit will conduct a Phase I survey of those properties as described above.

If any of the Phase I properties appear to be eligible for the National Register, Summit will complete Phase II evaluations. If any of the properties surveyed at the Phase I level have potential to be eligible for listing in the NRHP, Summit will complete Phase II evaluations of those properties. Field documentation will consist of detailed written descriptions and digital photographs. Additional historical research will be conducted regarding the properties, as well as historic themes with which they may be associated. Historic contexts will be developed for

the properties, and the Principal Investigator will apply the NRHP Criteria of Significance to evaluate their eligibility.

### ***Assess Effects to Historic Properties***

Summit will assess the nature of effects resulting from the Orange Line Project on historic properties within the APE. Based on the current understanding of project impacts, it appears that visual changes are the only potential effect to historic resources. The assessment of effects will take into account the character defining features of each historic property within the APE and how the project may alter those features. If the project will not result in changes to character defining features of historic properties, then Summit will recommend a finding of No Adverse Effect. This recommendation will be subject to review by Metro Transit and FTA, and FTA will make a finding. SHPO will be consulted regarding this finding and their concurrence will be sought. If SHPO concurs, the finding of No Adverse Effect would conclude the Section 106 process.

If the project may result in impacts that compromise the integrity of the character defining features of historic properties, a finding of adverse effect may result. Prior to recommending a finding of Adverse Effect, Summit will consult with Metro Transit to determine if changes in design can be made to avoid or minimize effects. If effects cannot be avoided, Metro Transit, FTA, and SHPO will continue consultation in order to resolve the adverse effects.

### ***Documentation***

The results and recommendations of the Phase I survey will be described in a report, and if Phase II evaluations are completed, that analysis will be included in the report. The technical report will include tables, figures, maps, photographs, and property inventory forms. Although this is not a Minnesota Department of Transportation (MnDOT) project, the report format and content will be in accordance with the MnDOT Cultural Resources Unit (CRU) Project Requirements document for purposes of consistency with other reports.

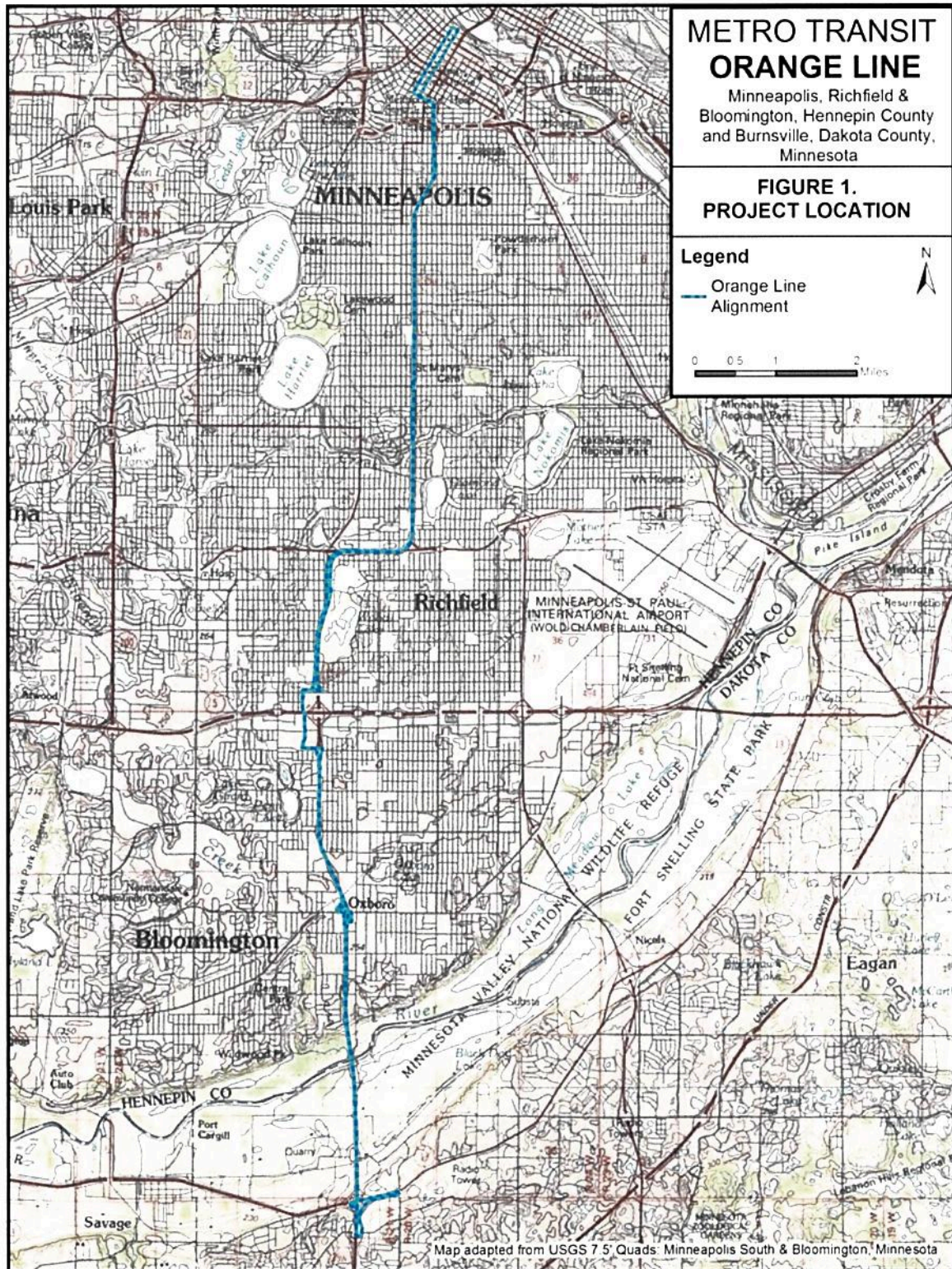
The Phase I (and Phase II, as needed) report will be submitted to FTA for review and comment, and after Summit has addressed comments, if any, Summit will prepare and submit the effects analysis for Metro Transit and FTA review. This analysis will describe the nature of potential effects resulting from the Orange Line Project, will assess whether those effects would compromise the character defining features of historic properties, and will recommend whether effects would be adverse or not. FTA will submit the historic resources report to SHPO with a cover letter that summarizes the eligible properties and provides the effects assessment for SHPO consultation.

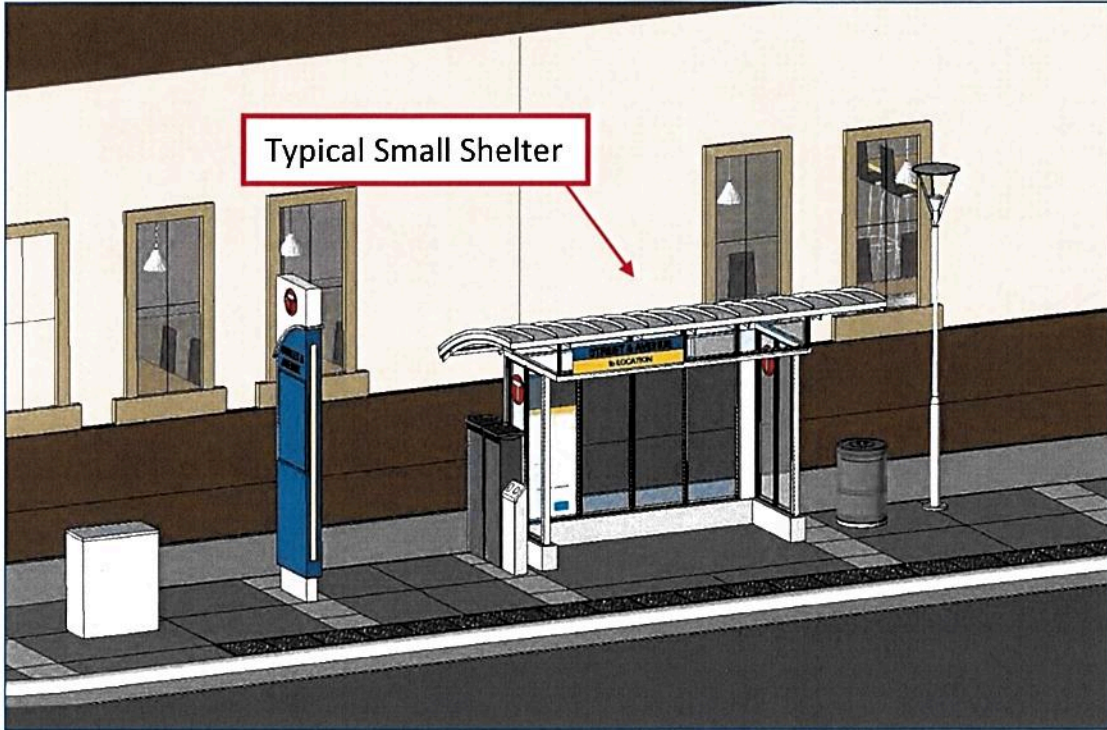
### ***Resolve Adverse Effects***

If a finding of Adverse Effects is made for the Orange Line Project, Summit will assist Metro Transit and FTA in resolving the adverse effects. Summit will identify potential mitigation measures in consultation with Metro Transit, FTA, and SHPO staff. Summit will prepare a draft memorandum of agreement (MOA) that describes the nature of the adverse effects and stipulates the mitigation measures that will resolve them. The MOA will be circulated for comments

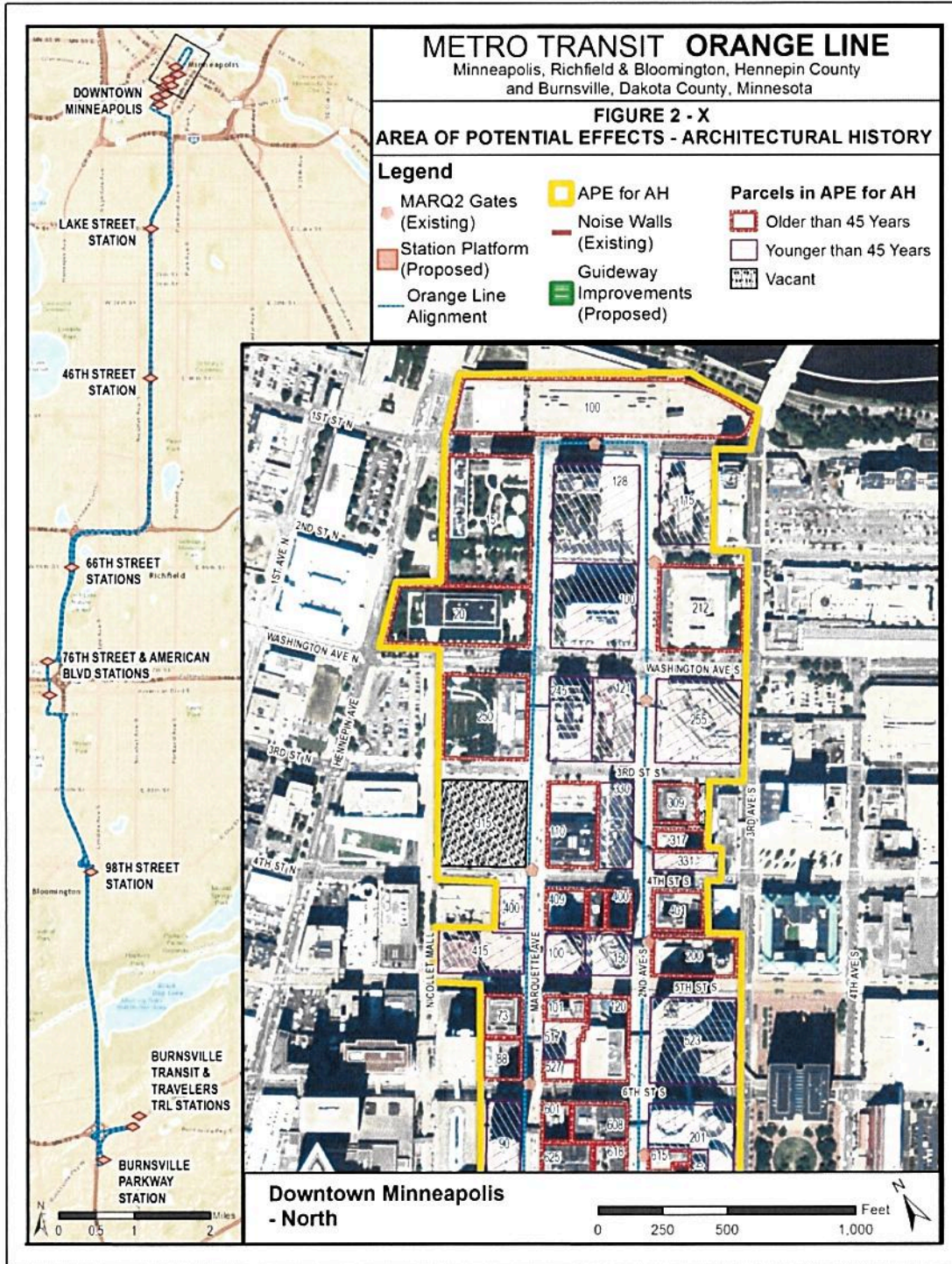
among the consulting parties. Summit will incorporate revisions to the MOA and will submit the revised document to FTA for circulation and signatures.

Attachment 1  
Project Location Map







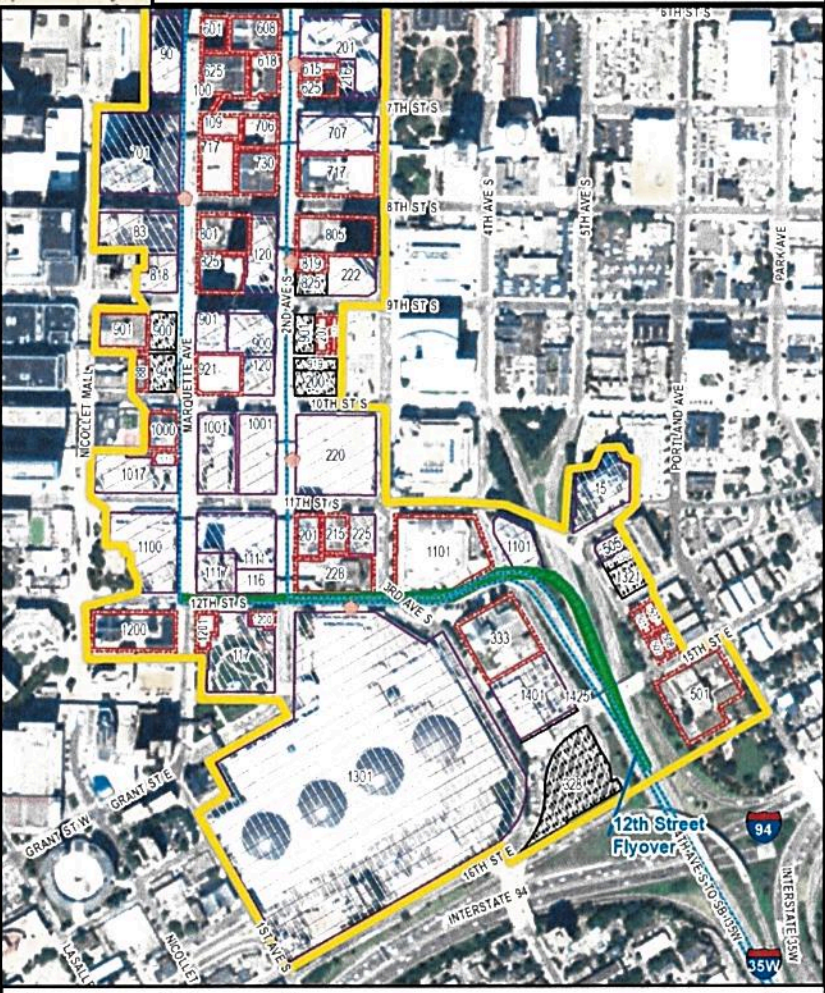


# METRO TRANSIT ORANGE LINE

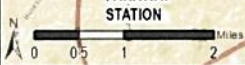
Minneapolis, Richfield & Bloomington, Hennepin County  
and Burnsville, Dakota County, Minnesota

**FIGURE 2 - X**  
**AREA OF POTENTIAL EFFECTS - ARCHITECTURAL HISTORY**

- Legend**
- MARQ2 Gates (Existing)
  - Station Platform (Proposed)
  - Orange Line Alignment
  - APE for AH
  - Noise Walls (Existing)
  - Guideway Improvements (Proposed)
  - Parcels in APE for AH
    - Older than 45 Years
    - Younger than 45 Years
    - Vacant



**Downtown Minneapolis - South**





# METRO TRANSIT ORANGE LINE

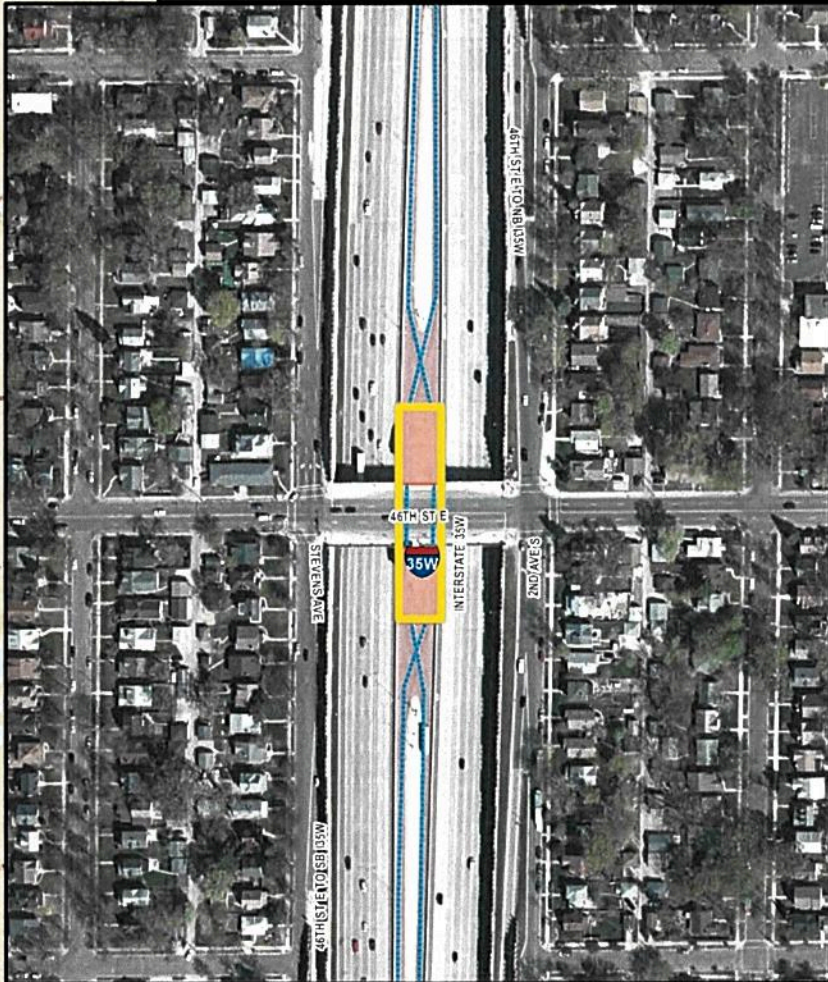
Minneapolis, Richfield & Bloomington, Hennepin County  
and Burnsville, Dakota County, Minnesota

FIGURE 2 - X

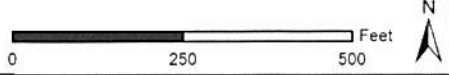
## AREA OF POTENTIAL EFFECTS - ARCHITECTURAL HISTORY

### Legend

- |                             |                                  |                              |
|-----------------------------|----------------------------------|------------------------------|
| MARQ2 Gates (Existing)      | APE for AH                       | <b>Parcels in APE for AH</b> |
| Station Platform (Proposed) | Noise Walls (Existing)           | Older than 45 Years          |
| Orange Line Alignment       | Guideway Improvements (Proposed) | Younger than 45 Years        |
|                             |                                  | Vacant                       |



I-35W at 46th St



# METRO TRANSIT ORANGE LINE

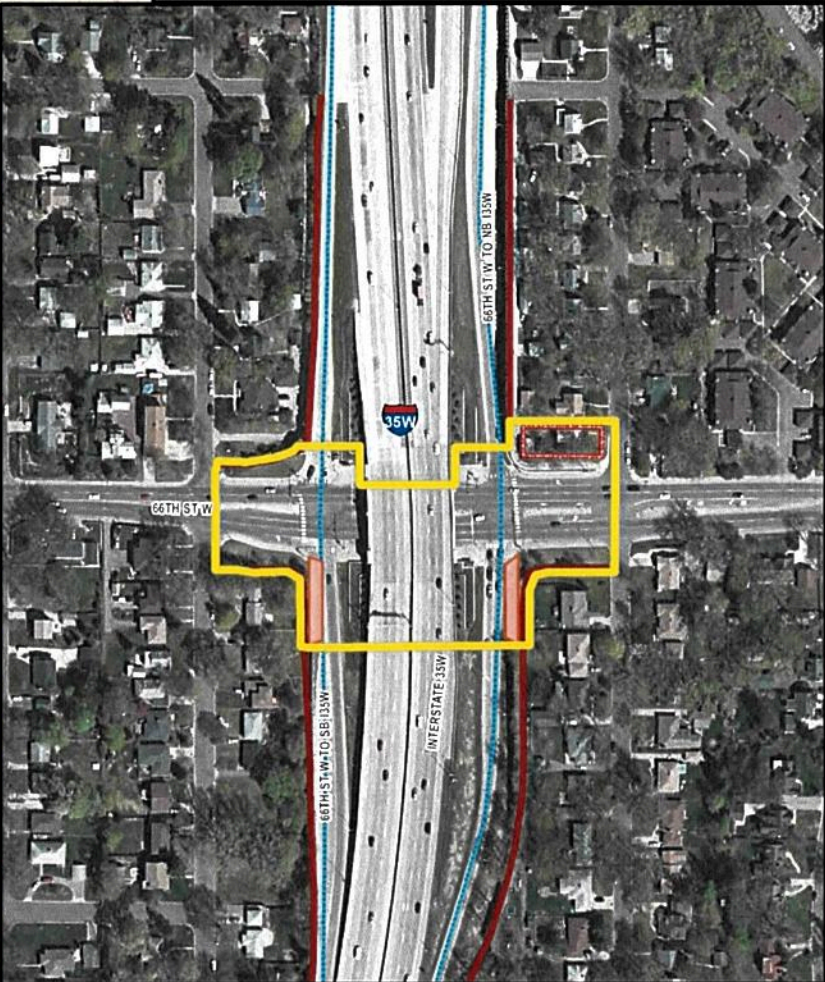
Minneapolis, Richfield & Bloomington, Hennepin County  
and Burnsville, Dakota County, Minnesota

FIGURE 2 - X

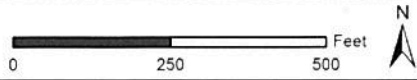
## AREA OF POTENTIAL EFFECTS - ARCHITECTURAL HISTORY

### Legend

- |                             |                                  |   |
|-----------------------------|----------------------------------|---|
| MARQ2 Gates (Existing)      | APE for AH                       | Parcels in APE for AH Older than 45 Years |
| Station Platform (Proposed) | Noise Walls (Existing)           | Younger than 45 Years                     |
| Orange Line Alignment       | Guideway Improvements (Proposed) | Vacant                                    |



I-35W On & Exit Ramps at 66th St



# METRO TRANSIT ORANGE LINE

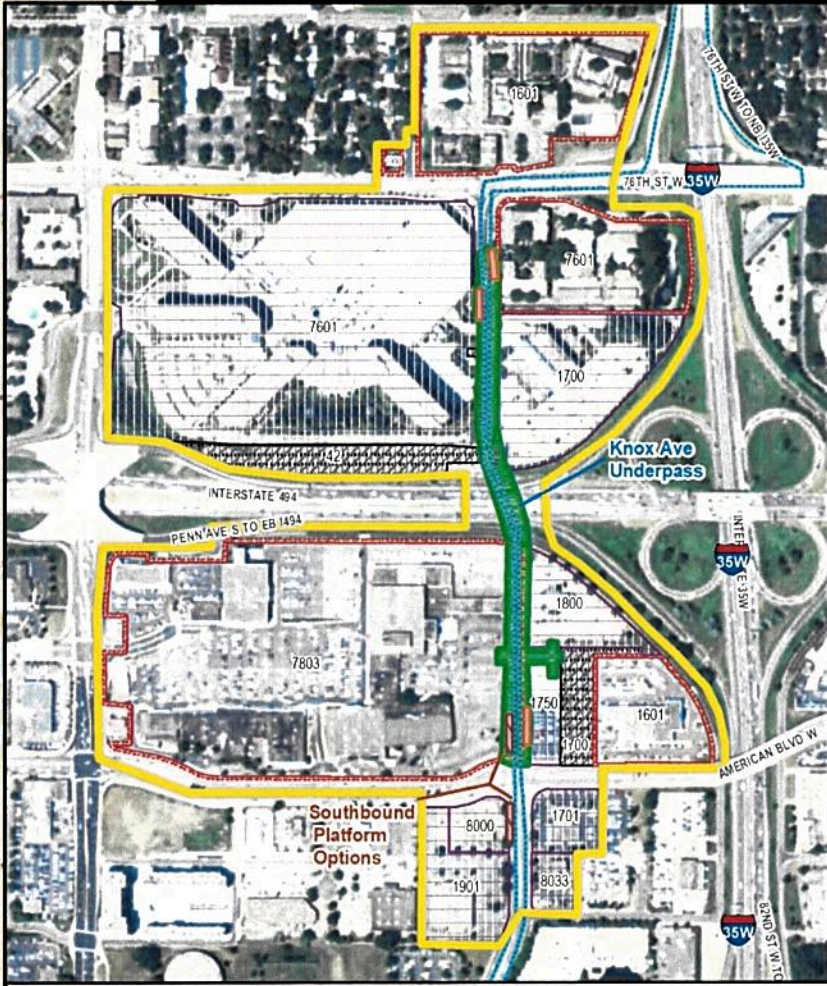
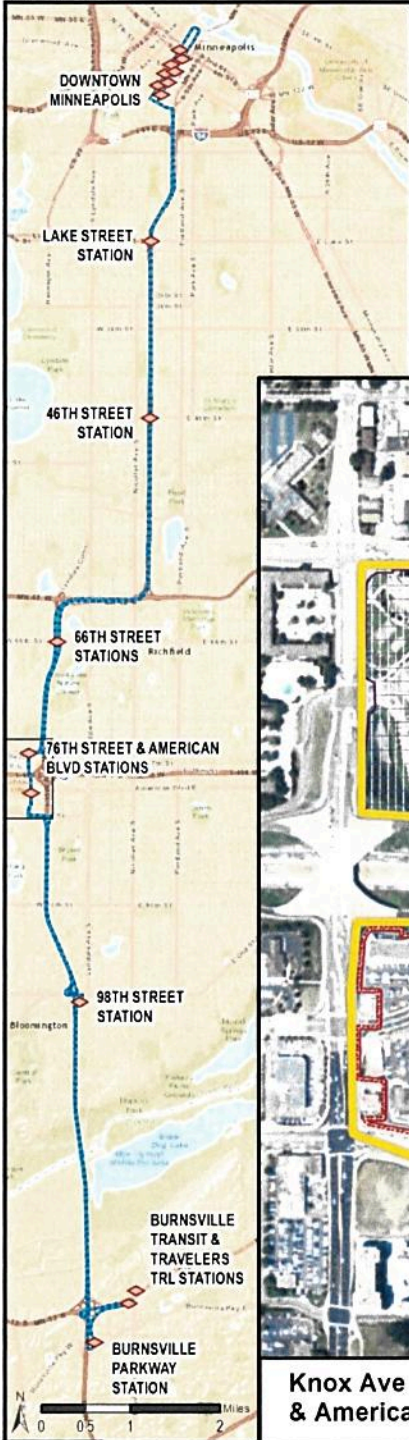
Minneapolis, Richfield & Bloomington, Hennepin County  
and Burnsville, Dakota County, Minnesota

FIGURE 2 - X

## AREA OF POTENTIAL EFFECTS - ARCHITECTURAL HISTORY

### Legend

- |                             |                                  |                       |
|-----------------------------|----------------------------------|-----------------------|
| MARQ2 Gates (Existing)      | APE for AH                       | Parcels in APE for AH |
| Station Platform (Proposed) | Noise Walls (Existing)           | Younger than 45 Years |
| Orange Line Alignment       | Guideway Improvements (Proposed) | Vacant                |



Knox Ave and 76th St & American Boulevard



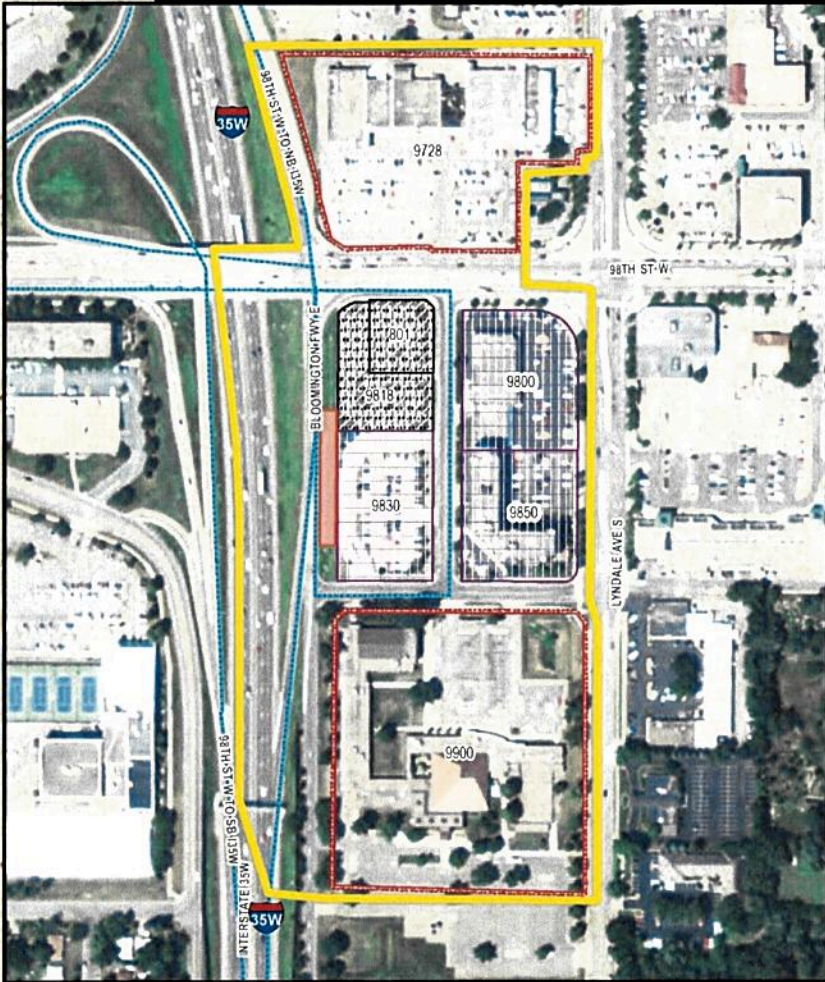
# METRO TRANSIT ORANGE LINE

Minneapolis, Richfield & Bloomington, Hennepin County  
and Burnsville, Dakota County, Minnesota

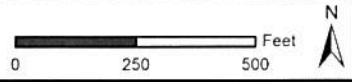
**FIGURE 2 - X**  
**AREA OF POTENTIAL EFFECTS - ARCHITECTURAL HISTORY**

## Legend

- |                             |                                  |                       |
|-----------------------------|----------------------------------|-----------------------|
| MARQ2 Gates (Existing)      | APE for AH                       | Parcels in APE for AH |
| Station Platform (Proposed) | Noise Walls (Existing)           | Older than 45 Years   |
| Orange Line Alignment       | Guideway Improvements (Proposed) | Younger than 45 Years |
|                             |                                  | Vacant                |



**I-35W Exit Ramp between  
98th St and 99th St**



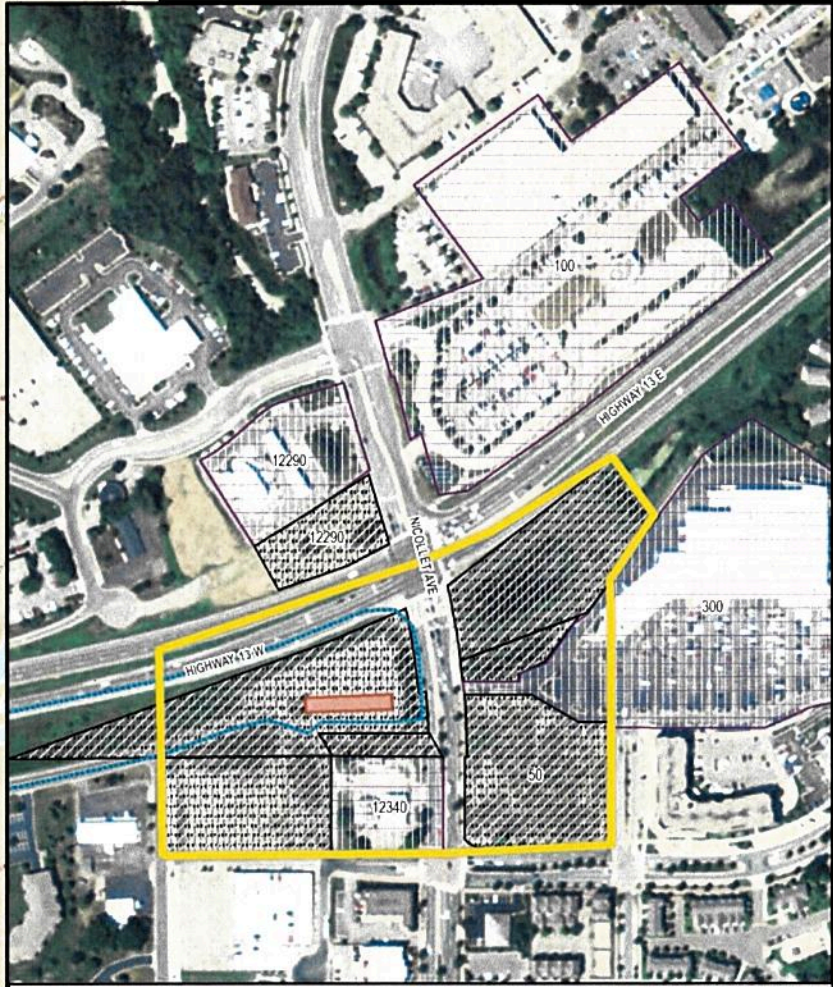
# METRO TRANSIT ORANGE LINE

Minneapolis, Richfield & Bloomington, Hennepin County  
and Burnsville, Dakota County, Minnesota

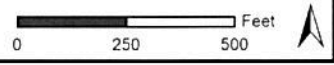
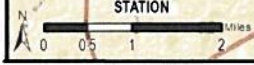
**FIGURE 2 - X**  
**AREA OF POTENTIAL EFFECTS - ARCHITECTURAL HISTORY**

## Legend

- |                             |                                  |                       |
|-----------------------------|----------------------------------|-----------------------|
| MARQ2 Gates (Existing)      | APE for AH                       | Parcels in APE for AH |
| Station Platform (Proposed) | Noise Walls (Existing)           | Older than 45 Years   |
| Orange Line Alignment       | Guideway Improvements (Proposed) | Younger than 45 Years |
|                             |                                  | Vacant                |



**Nicollet Ave & Highway 13**  
**Option 1: Travelers Trail**



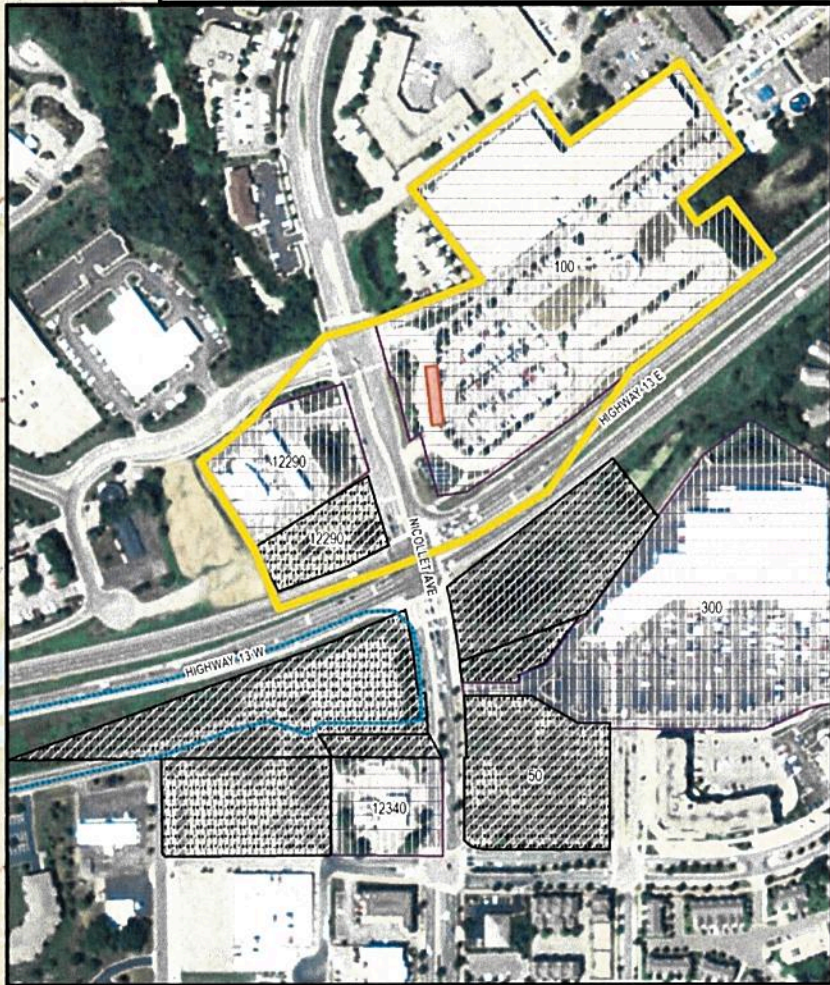
# METRO TRANSIT ORANGE LINE

Minneapolis, Richfield & Bloomington, Hennepin County  
and Burnsville, Dakota County, Minnesota

**FIGURE 2 - X**  
**AREA OF POTENTIAL EFFECTS - ARCHITECTURAL HISTORY**

## Legend

- |                             |                                  |                       |
|-----------------------------|----------------------------------|-----------------------|
| MARQ2 Gates (Existing)      | APE for AH                       | Parcels in APE for AH |
| Station Platform (Proposed) | Noise Walls (Existing)           | Older than 45 Years   |
| Orange Line Alignment       | Guideway Improvements (Proposed) | Younger than 45 Years |
|                             |                                  | Vacant                |



**Nicollet Ave & Highway 13**  
**Option 2: Burnsville Transit Station**

# METRO TRANSIT ORANGE LINE

Minneapolis, Richfield & Bloomington, Hennepin County  
and Burnsville, Dakota County, Minnesota

FIGURE 2 - X

## AREA OF POTENTIAL EFFECTS - ARCHITECTURAL HISTORY

### Legend

- |                             |                                  |   |
|-----------------------------|----------------------------------|---|
| MARQ2 Gates (Existing)      | APE for AH                       | Parcels in APE for AH Older than 45 Years   |
| Station Platform (Proposed) | Noise Walls (Existing)           | Parcels in APE for AH Younger than 45 Years |
| Orange Line Alignment       | Guideway Improvements (Proposed) | Vacant                                      |



**Burnsville Parkway and Travelers Trail**

## Attachment 4 Locations and Status of Shelters

Updated 12/17/15

**Key to Colors for  
BRT Station  
Improvements:**

New station at existing bus stop location	Uses existing transit station	New station in new location
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	Location	Type	Planned Improvements	Related Improvements
1	Downtown Minneapolis – Marquette & 2 <sup>nd</sup> Avenue (NB & SB)	Sidewalk stations	No new stations: Installation of wayfinding, TVM on sidewalk and/or existing shelters	12 <sup>th</sup> Avenue Bridge to I-35W – Guideway Improvement # 1
2	46 <sup>th</sup> St & I-35W (NB & SB)	Freeway median station	No new station: Installation of wayfinding, TVM inside the existing enclosed station	None
3	66 <sup>th</sup> St & I-35W on ramp (SB)	Freeway ramp station	New station* (at new location within highway ROW)	None
3	66 <sup>th</sup> St & I-35W exit ramp (NB)	Freeway ramp station	New station* (at existing bus shelter location within highway ROW)	None
4	76 <sup>th</sup> St & Knox Ave (SB)	Sidewalk station	New station* (none existing)	Construction of transit underpass along Knox Ave under I-494 – Guideway Improvement #2
4	76 <sup>th</sup> St & Knox Ave (NB)	Sidewalk station	New station* (none existing)	Construction of transit underpass along Knox Ave under I-494 – Guideway Improvement #2
5	American Blvd & Knox Ave (SB)	Sidewalk station	Option 1: New station* on new ROW or easement (none existing) North of American Option 2: ew station* on new ROW or easement (none existing) South of American	Construction of transit underpass along Knox Ave under I-494 – Guideway Improvement #2, construction of surface or structured Park & Ride with capacity up to 500 spaces
5	American Blvd & Knox Ave (NB)	Sidewalk station	New station* on new ROW or easement (at existing bus stop, current location is on shopping center property)	Construction of transit underpass along Knox Ave under I-494 – Guideway Improvement #2, construction of surface or structured Park & Ride with capacity up to 500 spaces
6	I-35W exit ramp between 98 <sup>th</sup> St and 99 <sup>th</sup> St (NB & SB)	Freeway ramp station	New station* adjacent to existing park and ride and South Bloomington transit center (none existing)	None
7	Nicollet Ave & Highway 13 (NB & SB)	Inline, new transit station	Option 1 (Travelers Trail): New station* (no facility existing, however, parking lot has been used for transit operations and park and ride via a MnDOT permit since 1986) Option 2 (Burnsville Transit Station): New station* within existing transit station parking lot	Option 1 includes repaving and reorienting existing surface parking lot, provide new bus right-turn access from Nicollet into lot, construction of HOV bypass to enter I-35W northbound – Guideway Improvement #3
8	Burnsville Parkway W & Travelers Trail W (NB only)	Sidewalk station	New station* (none existing)	None

\*New station = pylon station marker, signage, and equipment, including electronic ticket vending machines, bus arrival electronic information boards, 9" curb platform with tactile warning strip, bicycle parking, other amenities





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

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January 29, 2015

Sarah J. Beimers, Manager  
Government Programs and Compliance  
MN State Historic Preservation Office  
Minnesota Historical Society  
345 Kellogg Boulevard West  
St. Paul, MN 55102

RE: Initiation of Section 106 Consultation Process for the Metro Transit, Orange Line Project,  
Twin Cities Region, Minnesota

Dear Ms. Beimers:

As part of its responsibilities under 36 CFR § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) is initiating a Section 106 Consultation Process for the Metro Transit, Orange Line Project (Project), a 17-mile highway bus rapid transit (BRT) project which extends along Interstate 35W, connecting the cities of Minneapolis, Richfield, Bloomington, and Burnsville. The project sponsor is the Metropolitan Council/Metro Transit (Metro Transit). FTA has determined that the Project will be a Federal undertaking as defined in § 800.16(y) and that it is a type of activity that has the potential to cause effects on historic properties.

The Project includes the following elements:

- **Service.** The Orange Line will provide 10-minute peak frequency and 15-minute off-peak and weekend frequency. Service will operate 20 hours per day, seven days a week. The BRT line will begin its trip at the downtown terminal on 1st Street South just west of 2nd Avenue South in Minneapolis.
- **Technology.** The Orange Line will build on previous technology infrastructure investments along the corridor. Next-bus arrival information is currently available on monitors and annunciators on Marquette and 2nd Avenues downtown, as well as at the 46th Street Station and South Bloomington Transit Center. Visual and audio real-time information will be added at all remaining Orange Line platforms. Transit Signal Priority (TSP) is planned in all areas where the Orange Line will intersect general purpose traffic.

- **Fare Collection.** The Orange Line will have entirely off-board fare collection, with full service ticket vending machines and fare validation pedestals at each station platform.
- **Branding.** The Orange Line vehicles, signage, wayfinding, and station platforms will include the regional METRO branding. Exterior design and color scheme will be consistent with METRO Red, Blue, and Green Lines, which are easily distinguishable from local and express bus routes serving those stations.
- **Fleet.** The Orange Line will use nine sixty-foot, three-door, articulated BRT buses. Eleven buses will be purchased to provide two spares for this unique subfleet. During operation, boarding will be allowed through all doors.
- **Maintenance Facility.** The Orange Line fleet will be maintained and operated out of the planned expansion of the existing Heywood Garage at 560 Sixth Avenue North in Minneapolis. The expansion of this garage is needed to address systemwide issues, and is proceeding as a separate project.

The Section 106 consultation process consists of four steps, all of which are completed in consultation with the State Historic Preservation Officer (SHPO) and / or Tribal Historic Preservation Officer (THPO), and other consulting parties.

1. FTA initiates the Section 106 process, pursuant to § 800.3 – Initiation of the Section 106 process, with the SHPO (or THPO if the property is on tribal lands) and other consulting parties if any.
2. FTA determines the project's Area of Potential Effects (APE) and the properties within the APE that are listed, or eligible for listing, in the National Register of Historic Places (NRHP). FTA evaluates properties eligible for listing using the processes established in 36 CFR § 60 and National Register Bulletin 15. FTA's determination of the APE requires consultation with and concurrence by the SHPO. If FTA determines there are no properties within the APE that are listed, or eligible for listing, in the NRHP, or if FTA determines there are historic properties present but the project will have no effect upon them, then FTA will determine "no historic properties affected" in consultation with the SHPO and / or THPO.
3. FTA determines adverse effects with respect to historic properties within the APE. FTA's determination considers whether the project will diminish those qualities that make any of the properties eligible for listing in the NRHP. FTA makes a determination of "adverse effect" when the project will diminish these qualities in one or more properties; if not, FTA makes a determination of "no adverse effect." FTA's determination of "no adverse effect," along with concurrence by the SHPO, completes the Section 106 consultation process.
4. If FTA determines an "adverse effect," it consults with the Advisory Council on Historic Preservation (ACHP), SHPO, affected tribes, and other interested parties, as appropriate, to resolve the adverse effects on historic properties. Resolution of adverse effects may

involve redesigning a project to avoid, minimize, or mitigate impacts to historic properties. Actions that the consulting parties agree upon to mitigate adverse effects are documented in a Memorandum of Agreement (MOA). Once the agreement is signed by all appropriate parties, including the SHPO and other invited signatories, and the agreement is filed with the ACHP, the Section 106 process is completed, and the FTA's responsibilities are fulfilled when the MOA's stipulations are implemented.

Metro Transit will be in contact with the Minnesota State Historic Preservation Office regarding the preparation of information, analyses, and graphics in support of the Section 106 consultation process for the Project. This delegated authority to undertake coordination activities with the SHPO and / or THPO does not extend to designation of consulting parties or to making determinations of the APE, NRHP eligibility, or adverse effects.

Thank you in advance for your assistance on this project. Please contact Bill Wheeler of the FTA Regional Office at 312-353-2639 or [william.wheeler@dot.gov](mailto:william.wheeler@dot.gov) with any questions. A Metro Transit representative will be contacting your office as the Project proceeds.

Sincerely,



Sheila J. Clements  
Director, Office of Planning and Program Development

Enclosure: Project Description for the Metro Transit, Orange Line Project

cc: Bill Wheeler, FTA  
Mark Assam, FTA  
Mary Gustafson, Metro Transit