METRO Gold Line

BUS RAPID TRANSIT PROJECT ENVIRONMENTAL ASSESSMENT

Appendix C

# Section 106 Documentation

September 2019

# CONTENTS

## FIGURES

# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| ACHP | Advisory Council on Historic Preservation |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| HPC | Heritage Preservation Commission |
| MnDOT CRU | Minnesota Department of Transportation Cultural Resources Unit |
| NEPA | National Environmental Protection Act of 1969 |
| NHPA | National Historic Preservation Act |
| PA | Programmatic Agreement |
| Project | METRO Gold Line Bus Rapid Transit Project |
| RCRRA | Ramsey County Regional Railroad Authority |
| Section 106 | Section 306108 of the National Historic Preservation Act |
| SHPO | Minnesota State Historic Preservation Office |
| THPO | Tribal Historic Preservation Officer |
| USACE | U.S. Army Corps of Engineers |
| WCRRA | Washington County Region Railroad Authority |

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# C. SECTION 106 DOCUMENTATION

This appendix to the METRO Gold Line Bus Rapid Transit Project (Project) Environmental Assessment includes documentation related to the Project's Section 106 consultation process.

Section 306108, or "Section 106,"[1] of the National Historic Preservation Act requires agencies to consider the effects[2] of their undertakings on historic properties. Guidance from the Council on Environmental Quality, which oversees the act's procedural requirements, encourages "coordination" and "integration" between the required National Environmental Protection Act (NEPA)[3] and Section 106 review processes; therefore, the Federal Transit Administration (FTA) is using the Section 106 consultation process to fulfill NEPA's requirements – which include public coordination – for assessing the Project's potential impacts to cultural resources.

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[1] *"Effect of Undertaking on Historic Property", Title 54, USC, Sec. 306108. 2014. Available at: https://www.law.cornell.edu/uscode/text/54/306108. Accessed November 2018.*

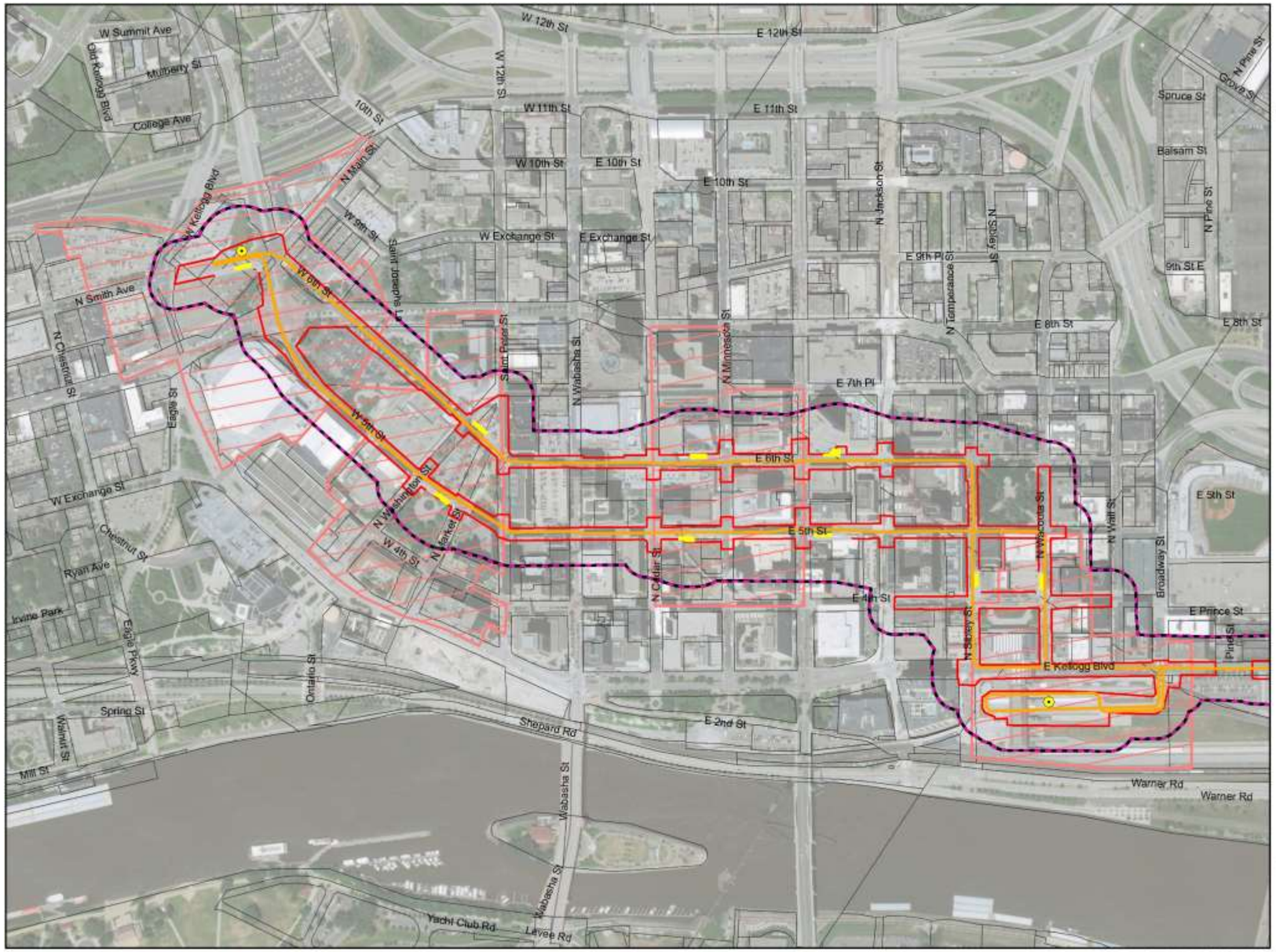
[2] *"Effects", Title 40, CFR, Sec. 1508.8. 2005. Available at: https://www.gpo.gov/fdsys/granule/CFR-2011-title40-vol33/CFR-2011-title40-vol33-sec1508-8. Accessed November 2018.*

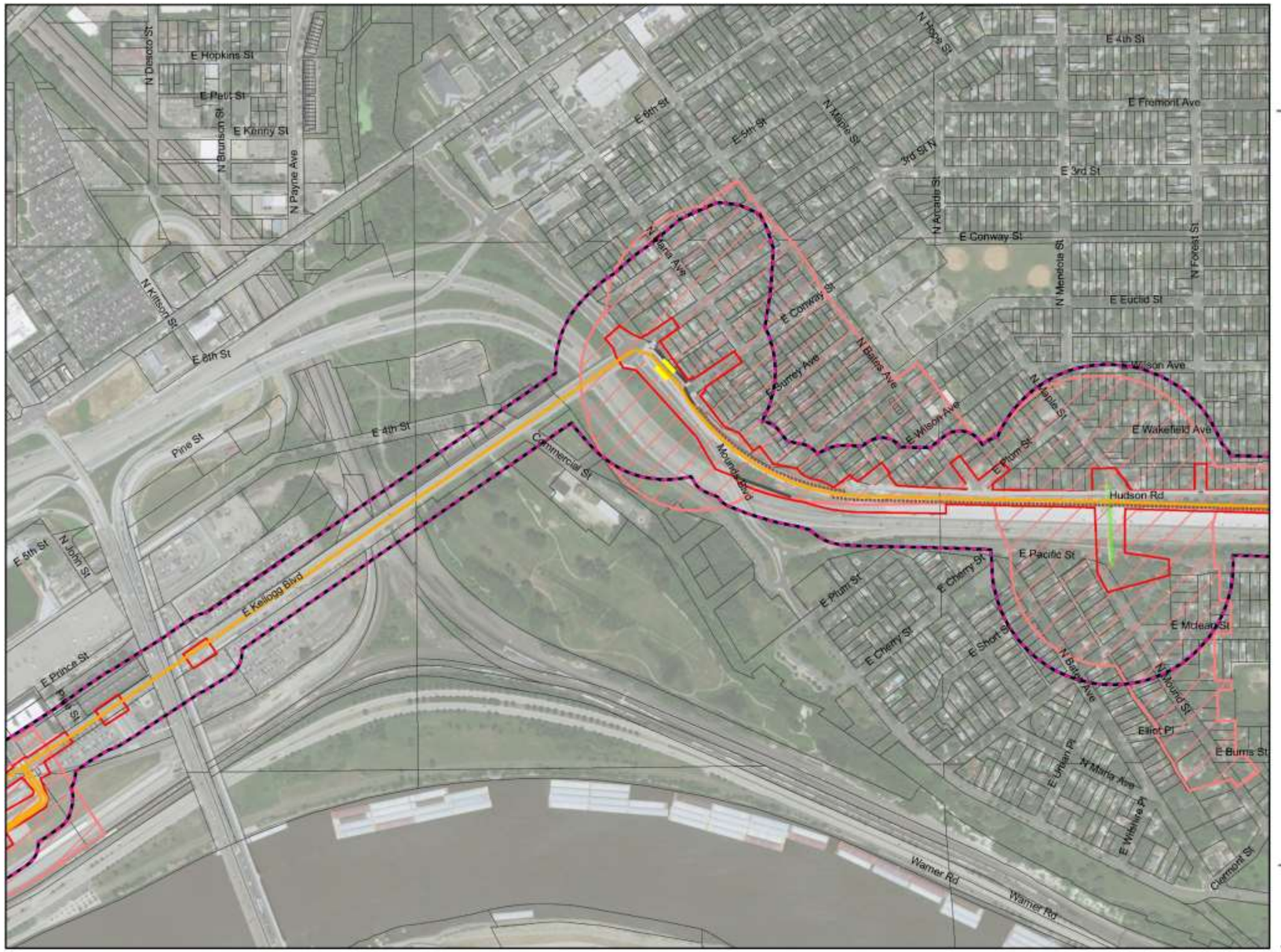
[3] *The National Environmental Policy Plan Act of 1969, as amended. ("The Public Health and Welfare," Title 42, USC, Sec. 4321 et seq. (1969)). Available at: https://www.gpo.gov/fdsys/pkg/USCODE-2011-title42/pdf/USCODE-2011-title42-chap55-sec4321.pdf. Accessed November 2018.*

# C.1. Section 106 Programmatic Agreement – Draft

See separate file.

## C.2. Section 106 Area of Potential Effect – Architecture/History

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E Burns St
E Urban Pl
N Minnesota Ave
E Wildwood Pl
Clermont St
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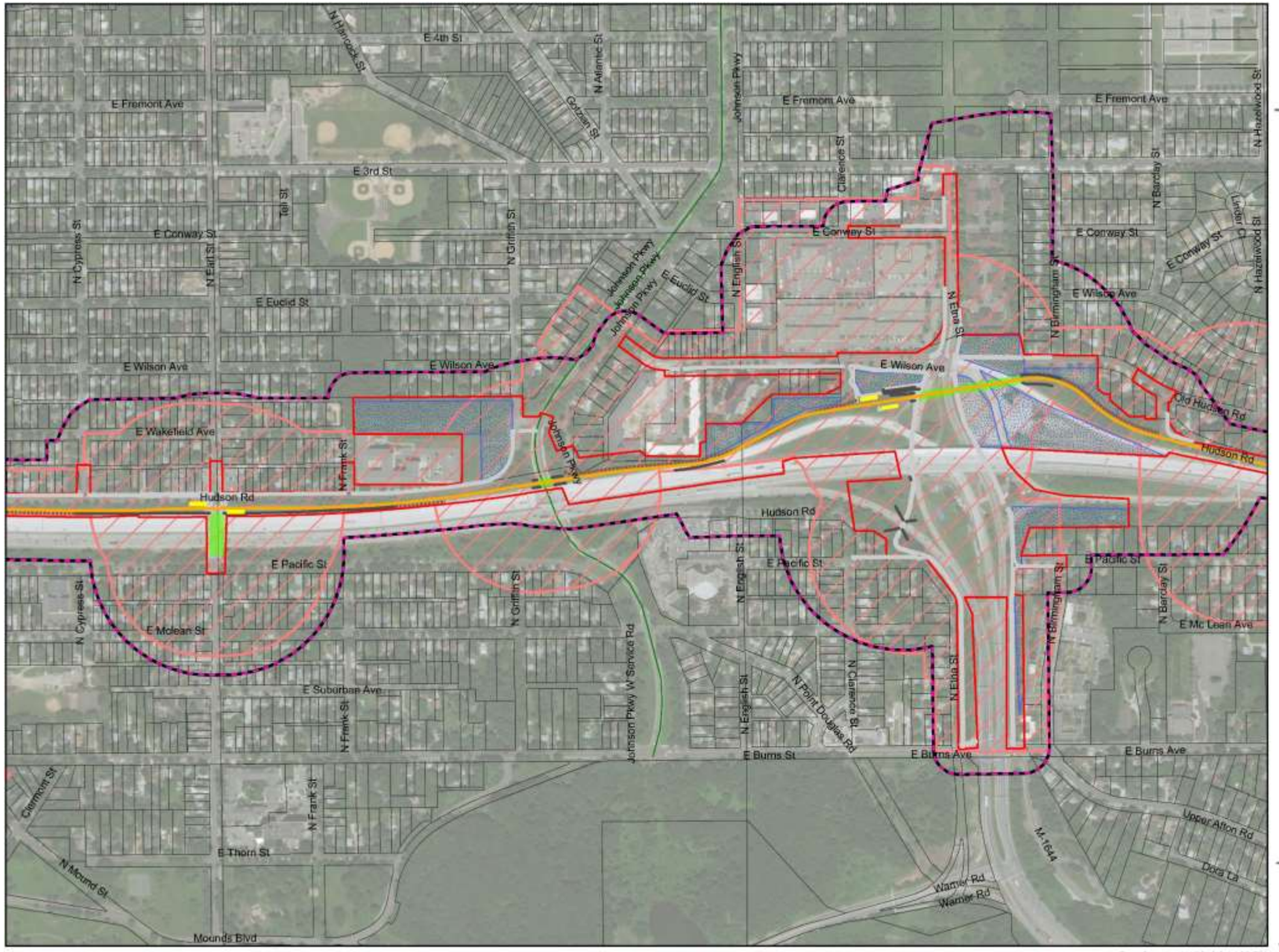


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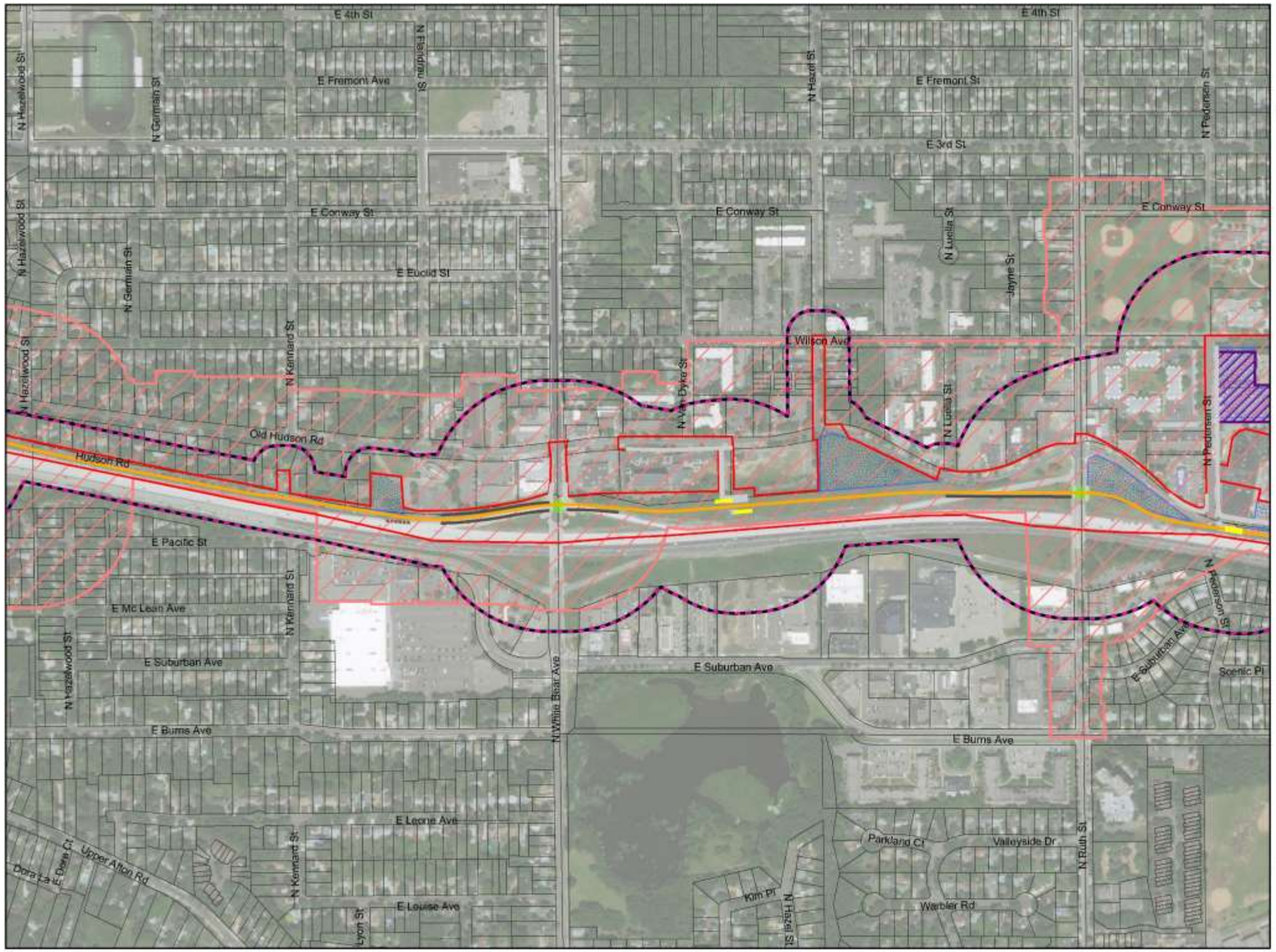


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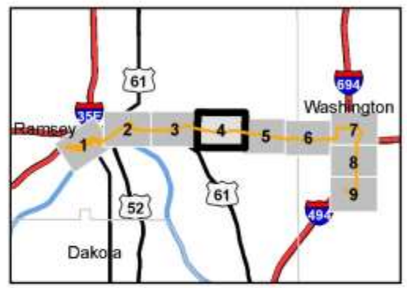


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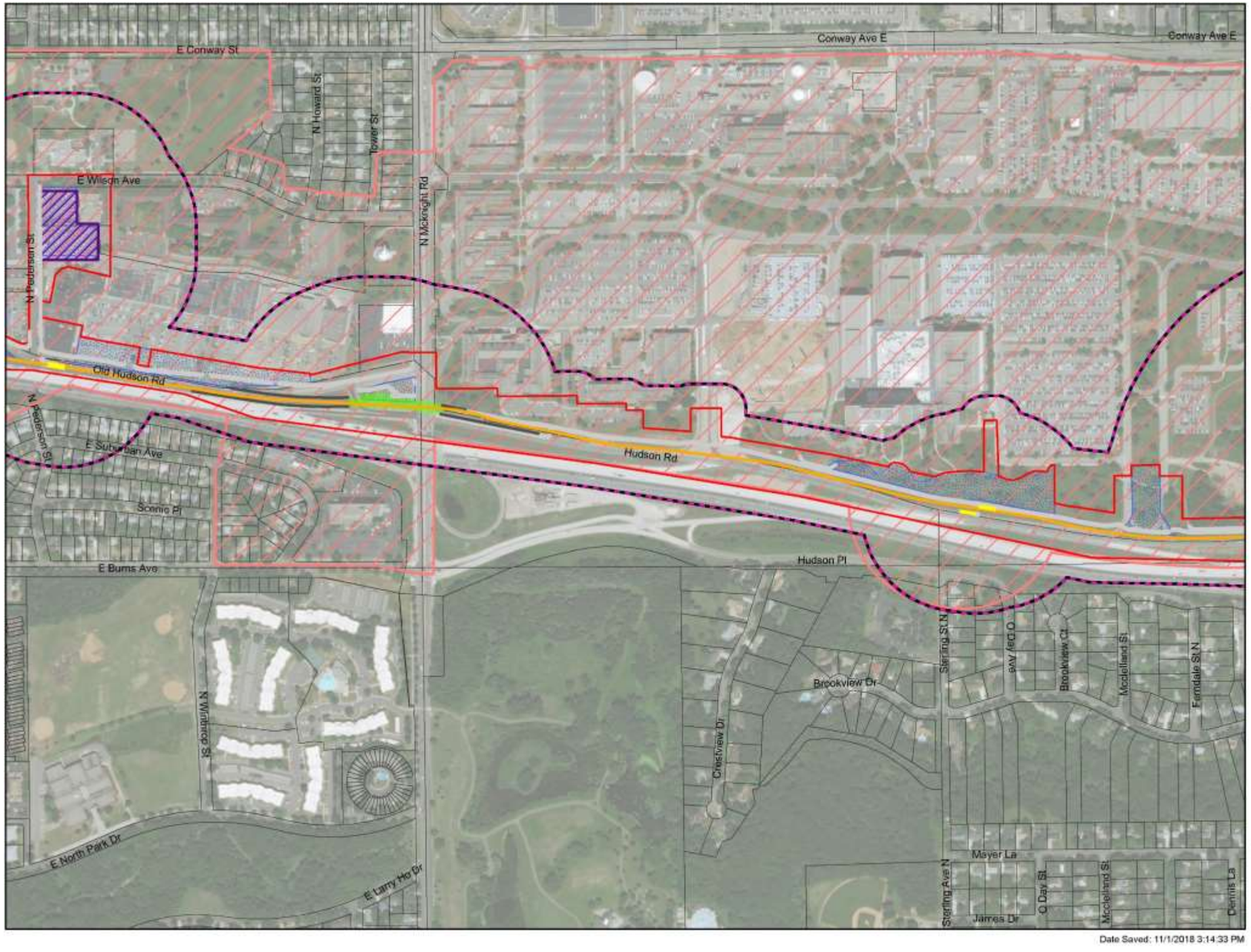


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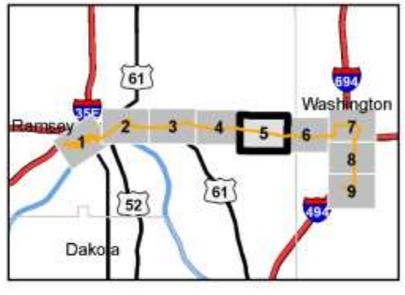


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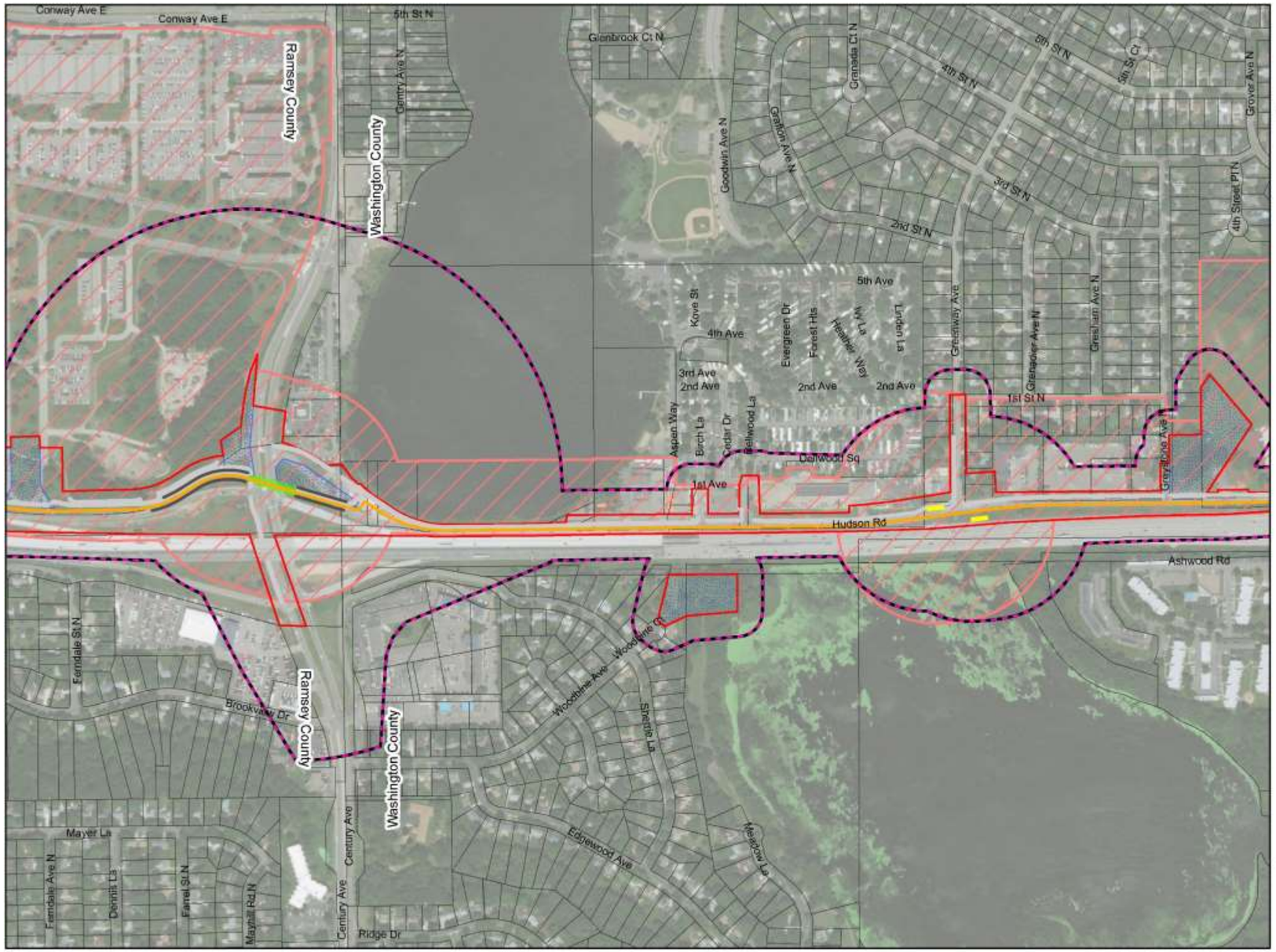
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Brookvalley Dr
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Dennis La
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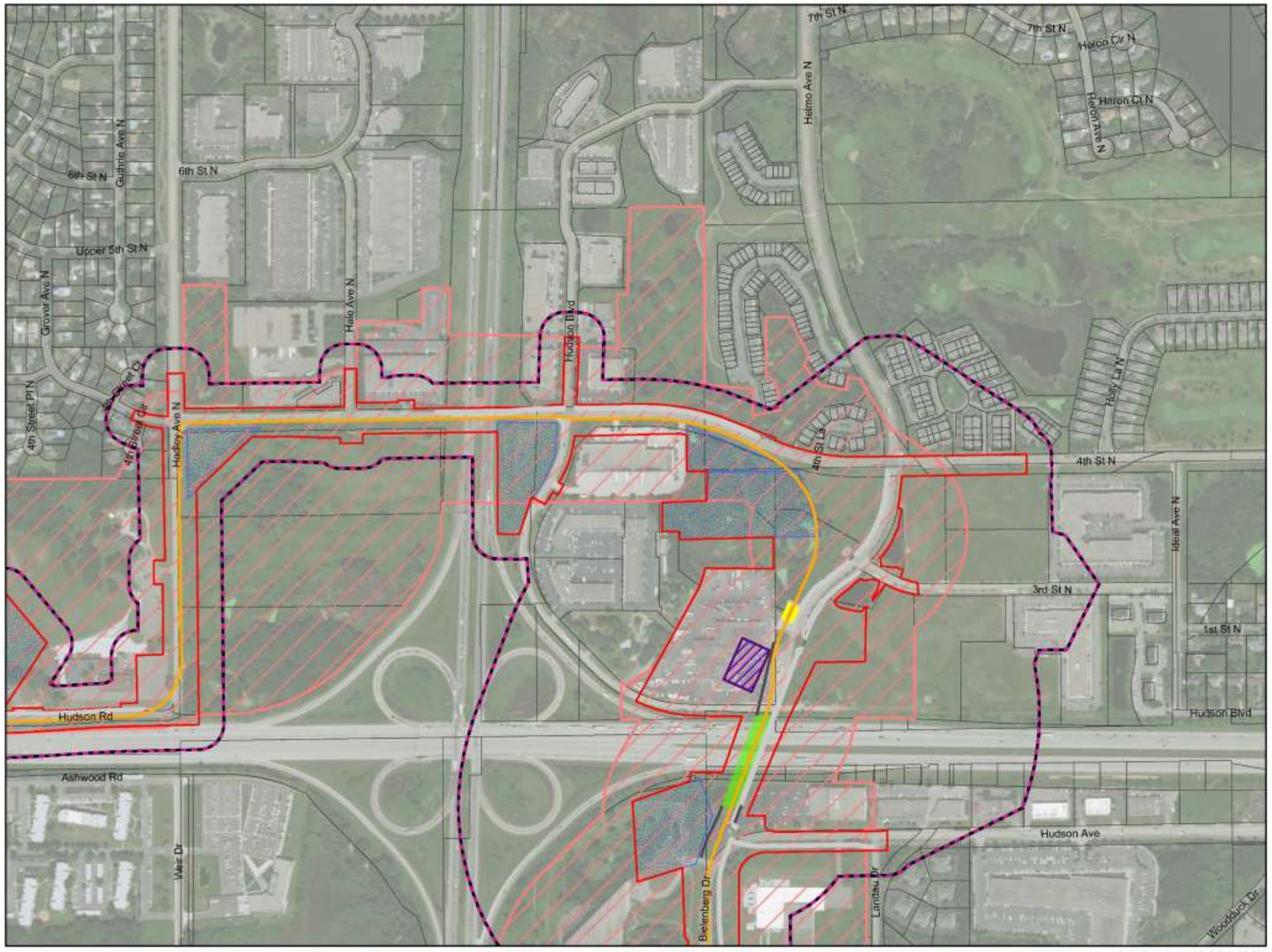


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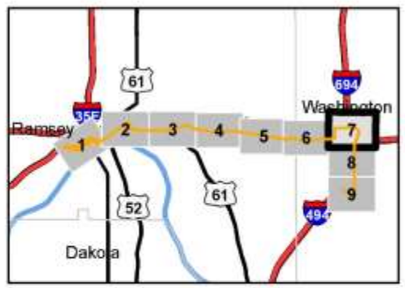


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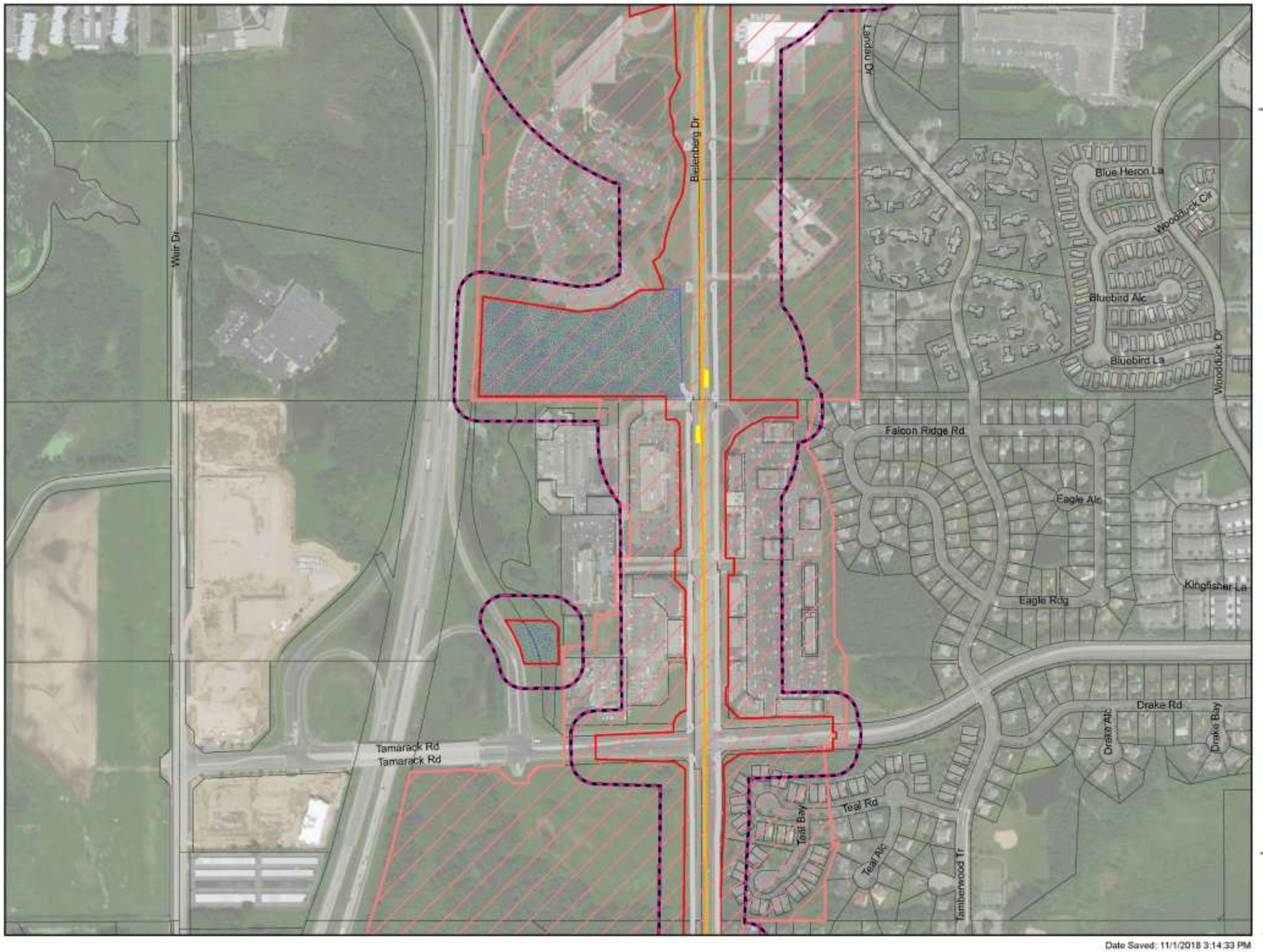


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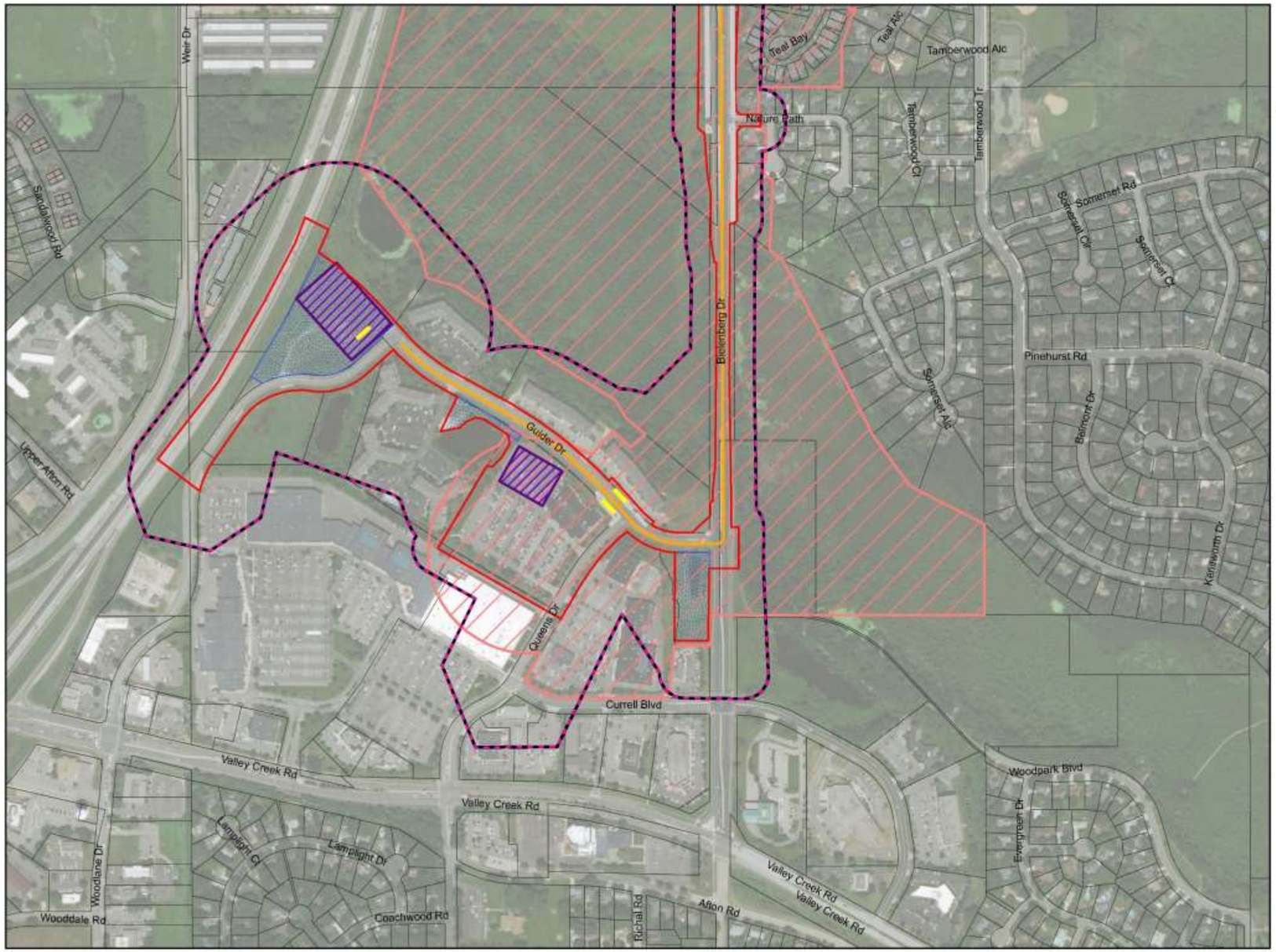


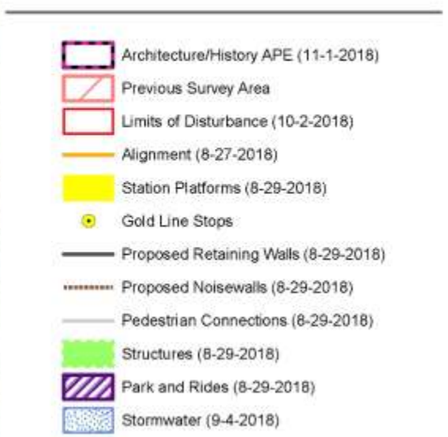


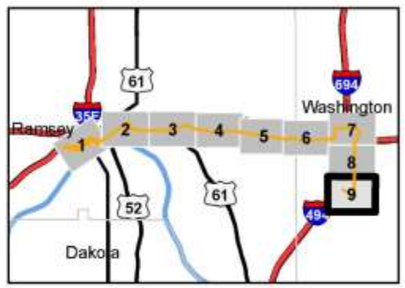



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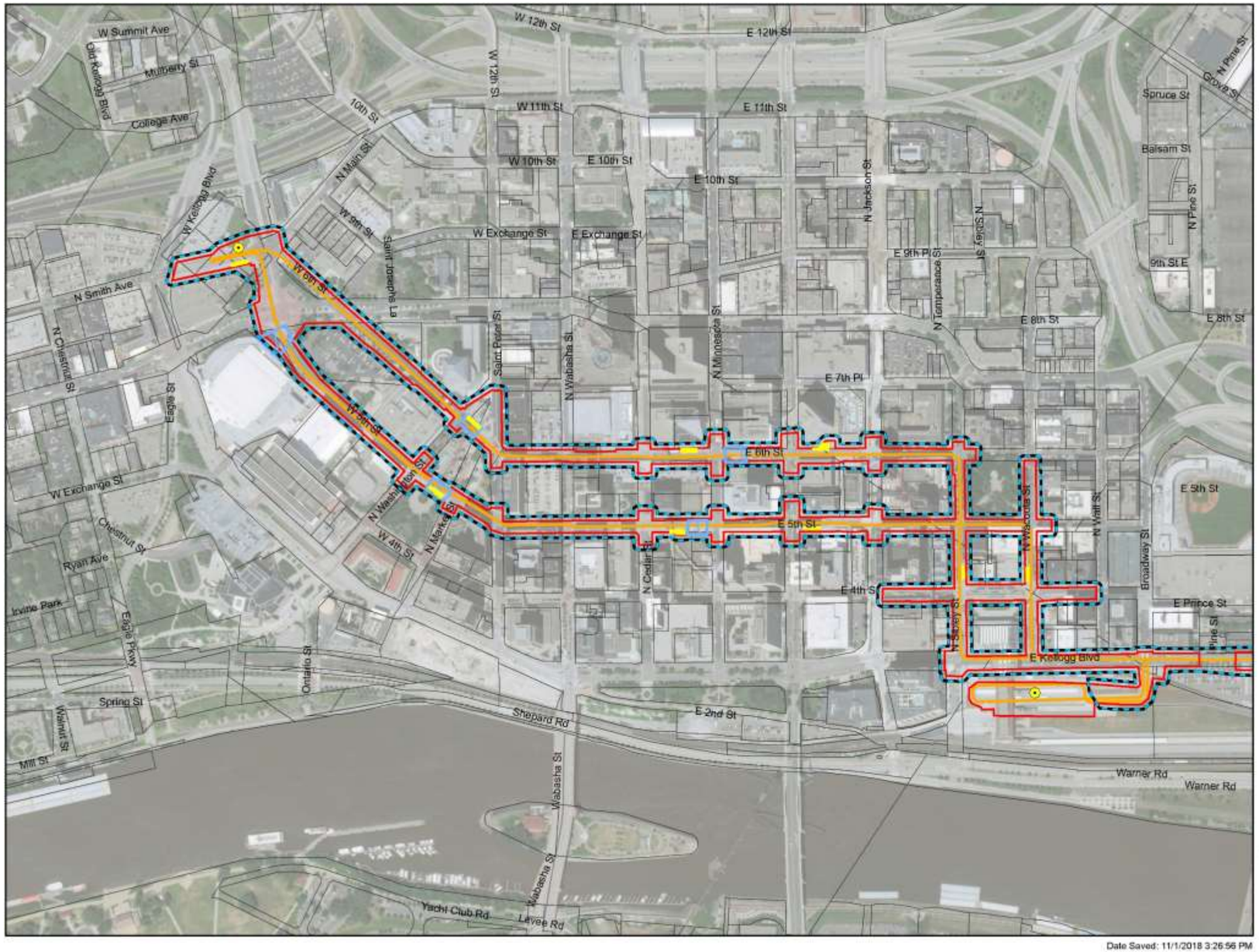
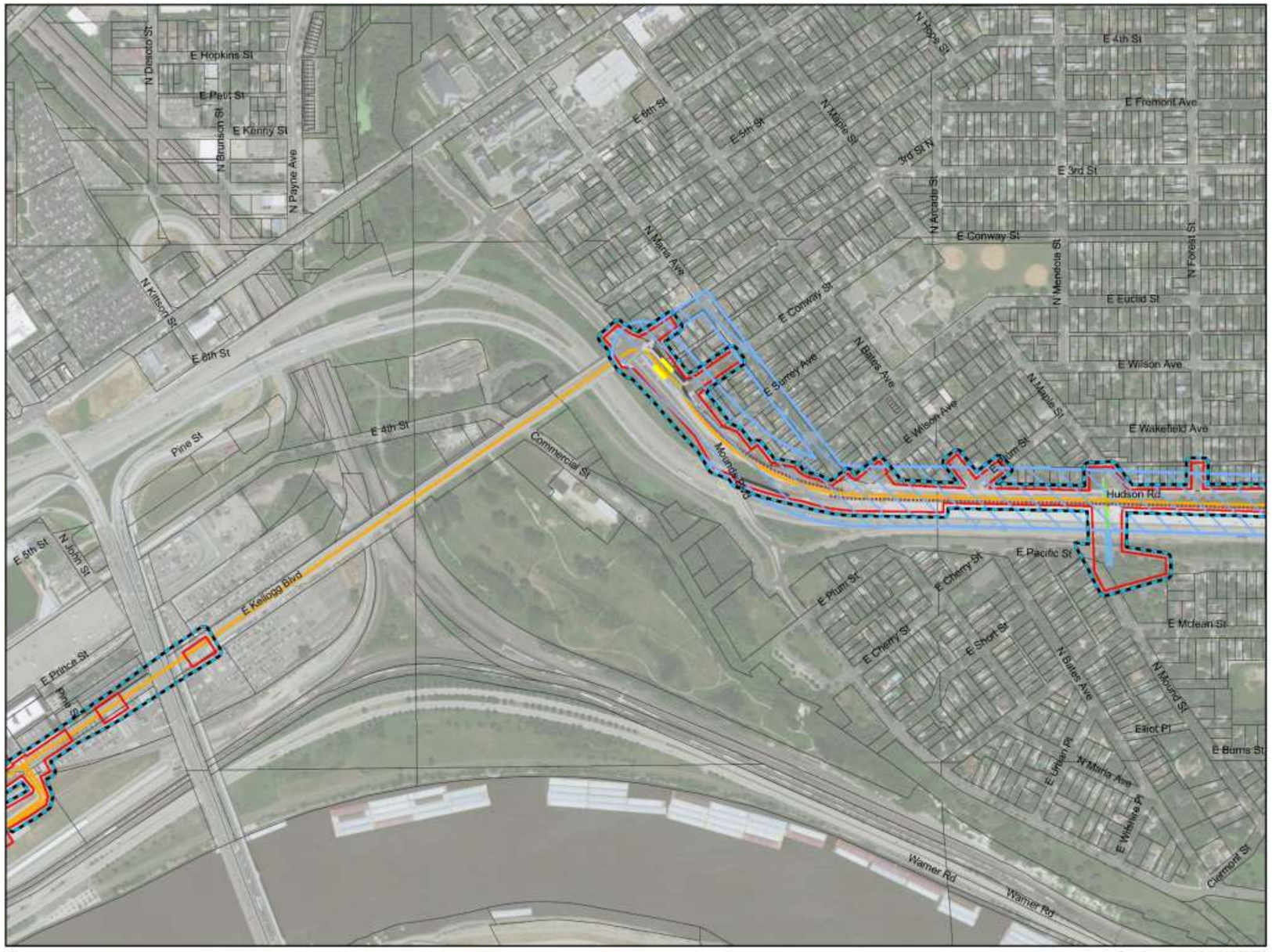
## C.3. Section 106 Area of Potential Effect – Archaeology



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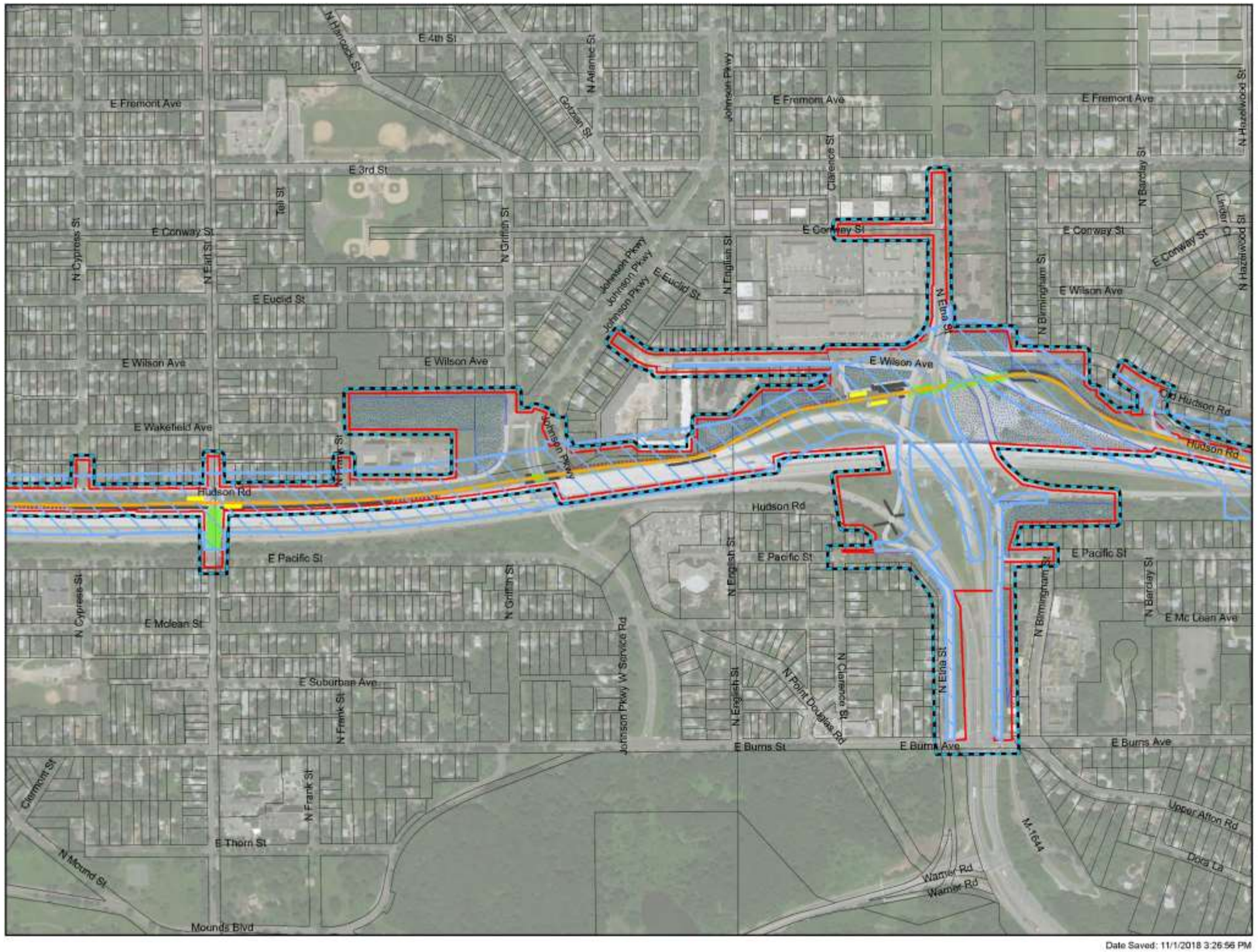


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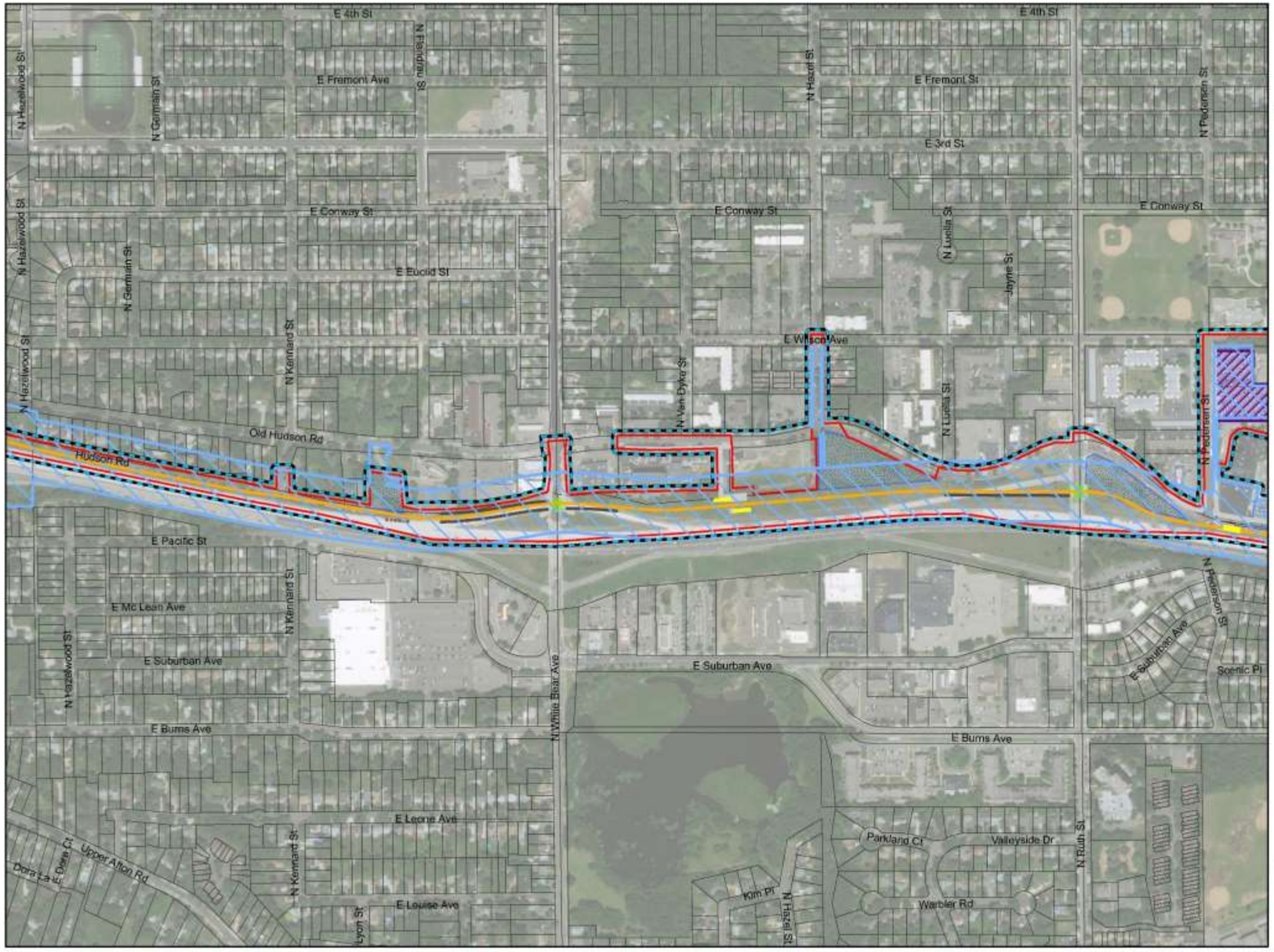


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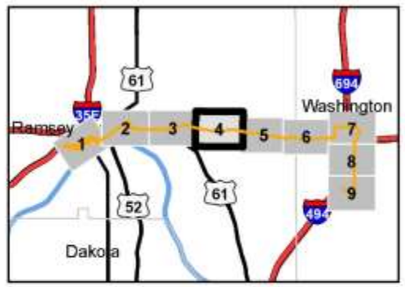


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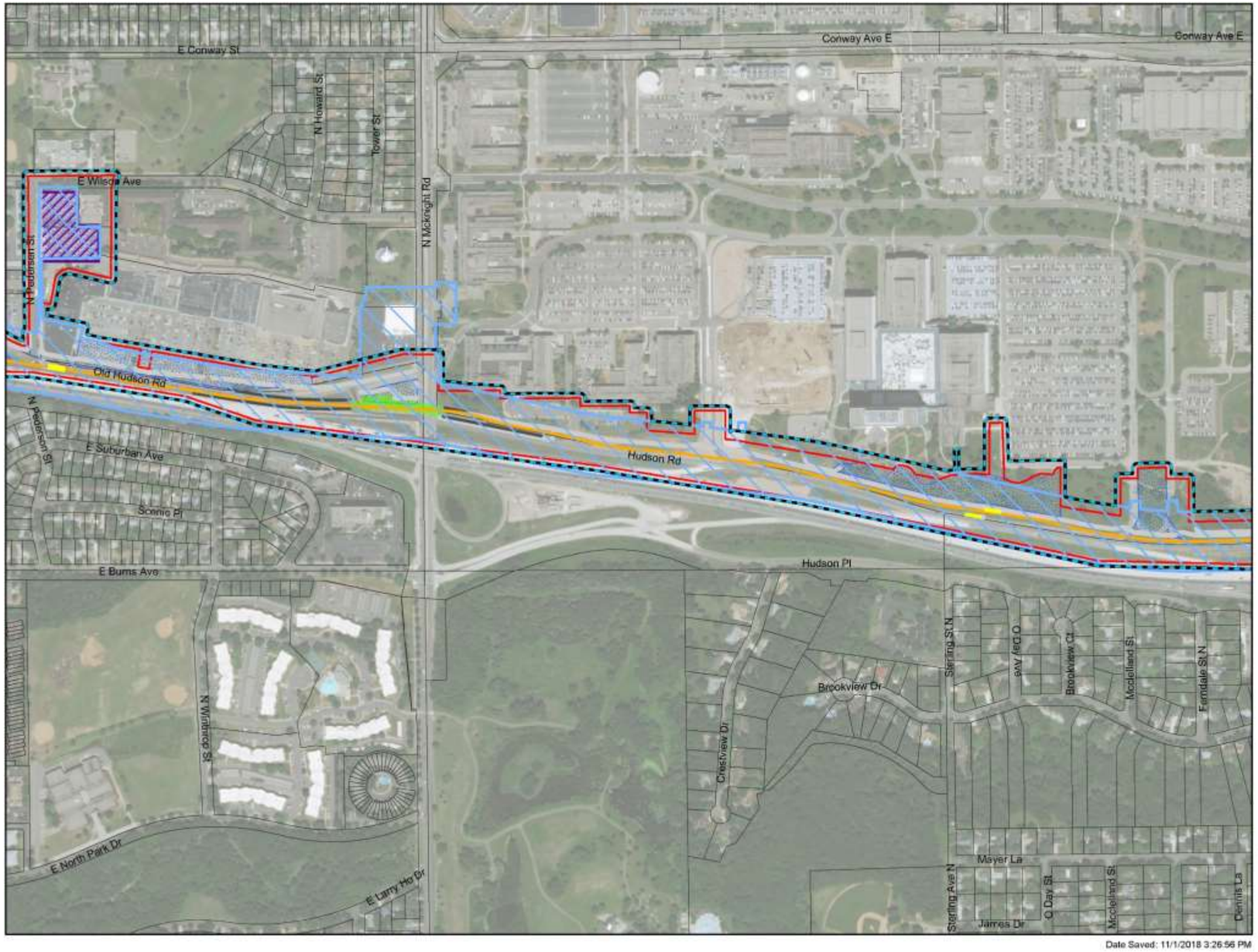


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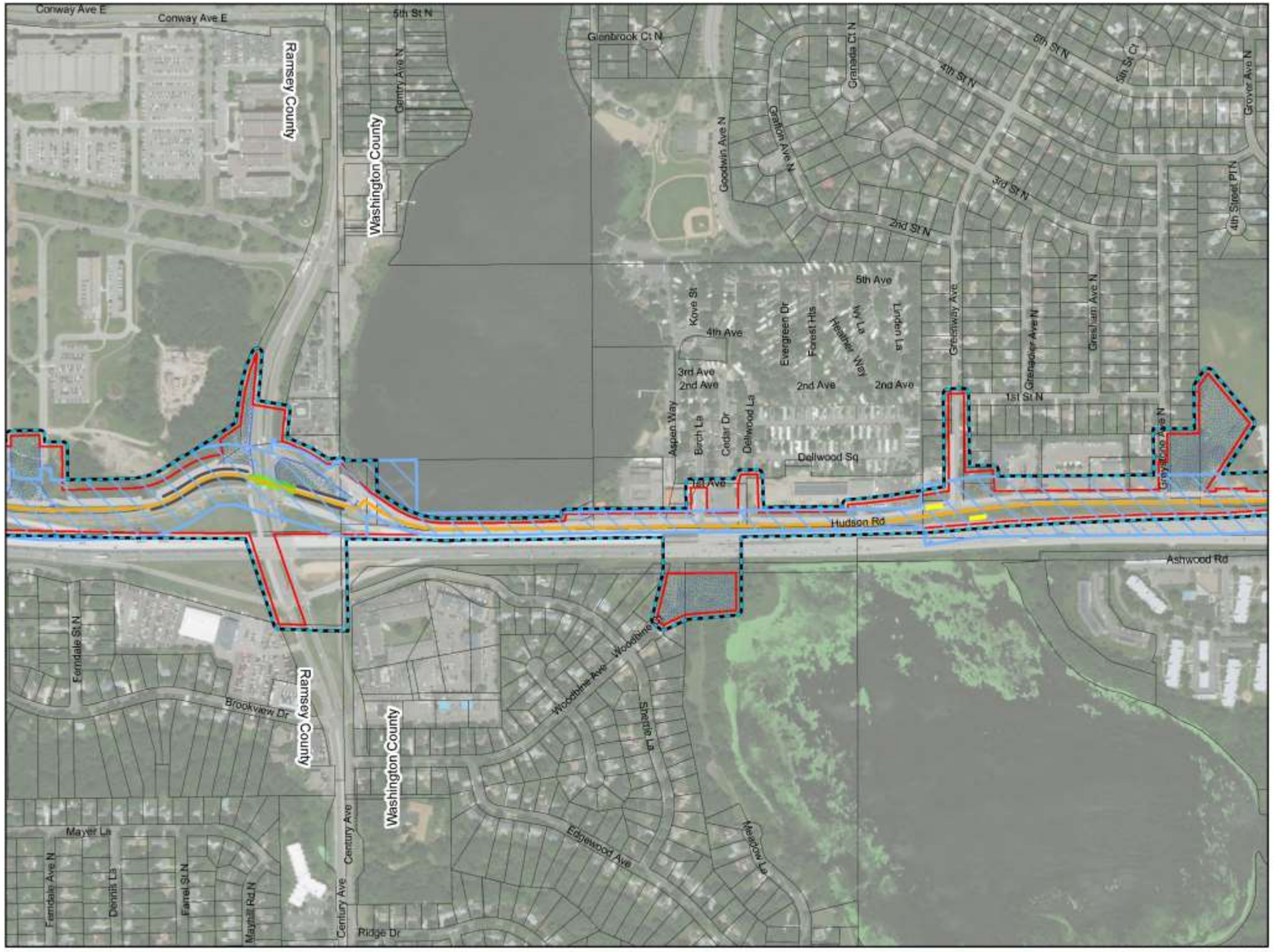


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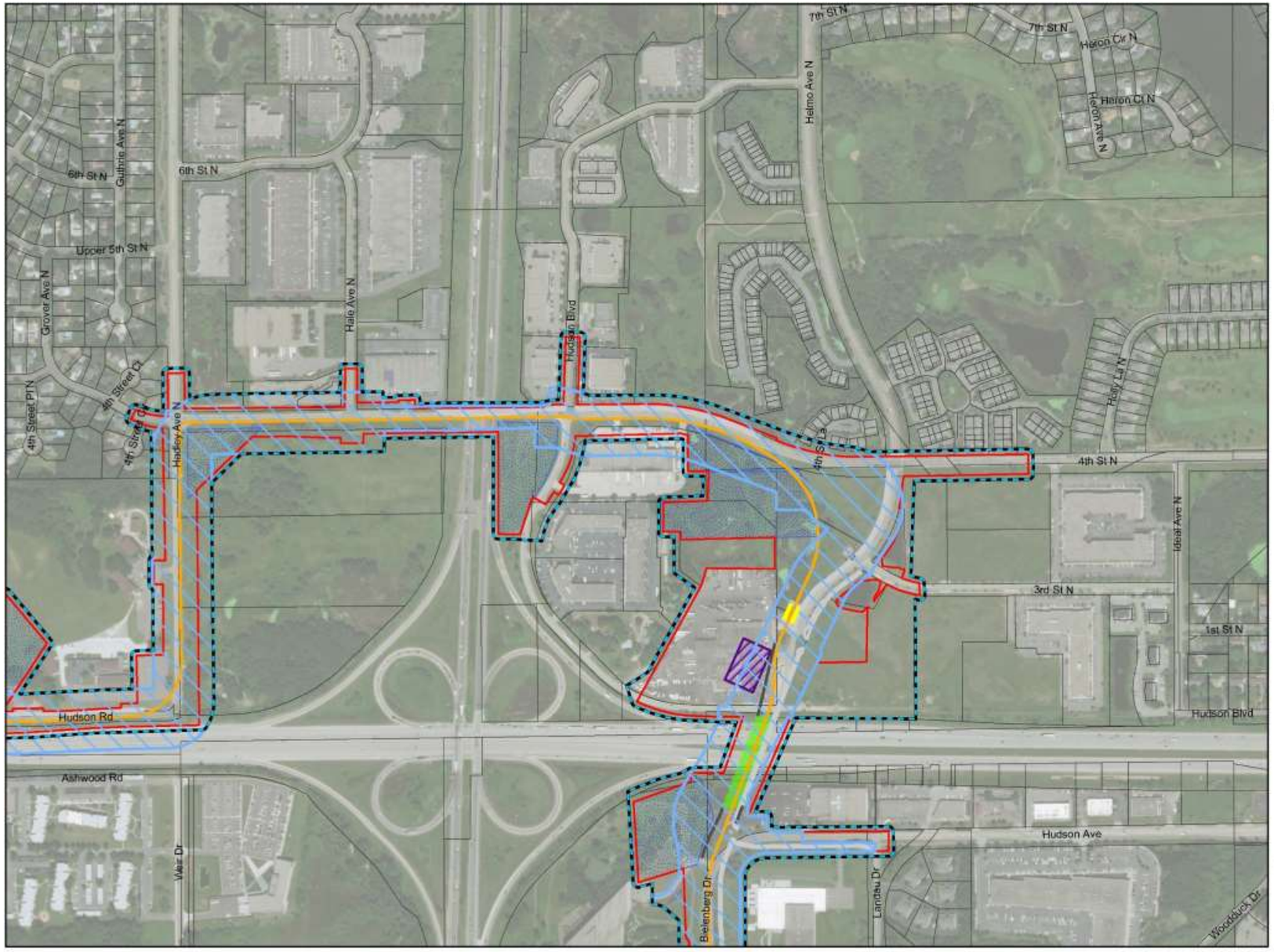


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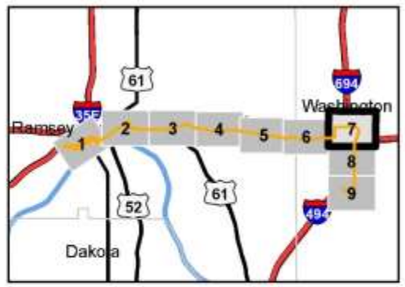


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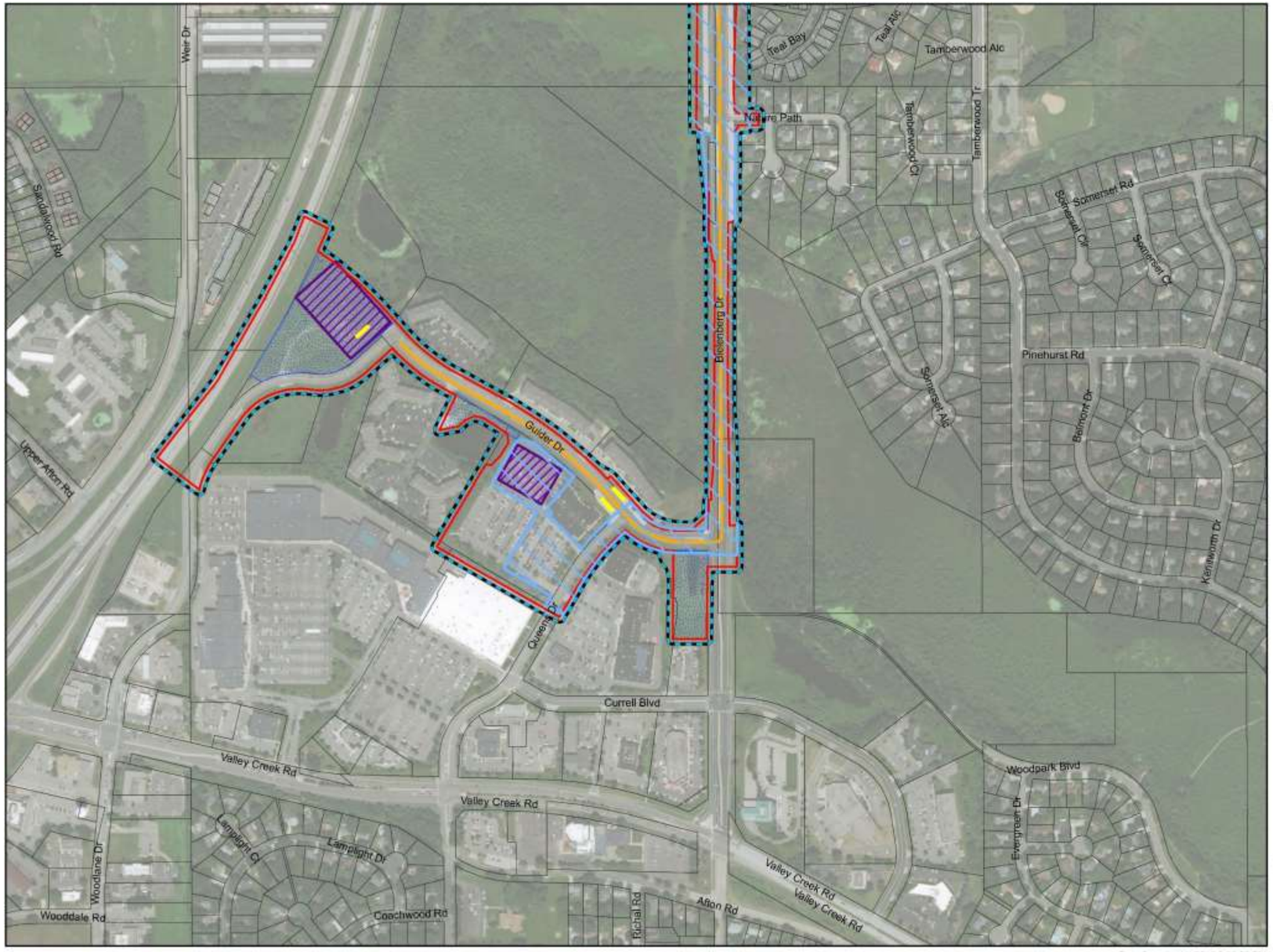


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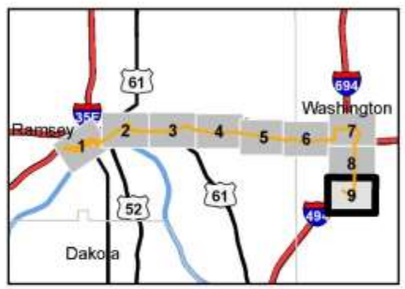


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DEPARTMENT OF TRANSPORTATION

# C.4. Section 106 Correspondence

| Date | To | From |
|---|---|---|
| 2013, Sept. 24 | Federal Transit Administration (FTA) | Washington County<br>Public Works Department |
| 2013, Nov. 5 | Minnesota State Historic Preservation Office (SHPO) | FTA |
| 2013, Nov. 5 | Washington County Regional Railroad Authority (WCRRA) | FTA |
| 2014, July 31 | SHPO | FTA |
| 2014, July 31 | WCRRA | FTA |
| 2015, Feb. 12 | Minnesota Department of Transportation Cultural Resources (MnDOT CRU) | City of Saint Paul<br>Heritage Preservation Commission (HPC) |
| 2015, May 12 | Invitation Letters to Initiate Consultation Enclosures | MnDOT CRU |
| 2015, May 12 | City of Lake Elmo | MnDOT CRU |
| 2015, May 12 | City of Landfall Village | MnDOT CRU |
| 2015, May 12 | City of Maplewood | MnDOT CRU |
| 2015, May 12 | City of Oakdale | MnDOT CRU |
| 2015, May 12 | City of Saint Paul | MnDOT CRU |
| 2015, May 12 | City of Woodbury | MnDOT CRU |
| 2015, May 12 | Lake Elmo HPC | MnDOT CRU |
| 2015, May 12 | Ramsey County Regional Railroad Authority (RCRRA) | MnDOT CRU |
| 2015, May 12 | Saint Paul HPC | MnDOT CRU |
| 2015, May 12 | MnDOT CRU | Saint Paul HPC |
| 2015, May 26 | MnDOT CRU | City of Maplewood |
| 2015, June 12 | MnDOT CRU | City of Oakdale |
| 2015, Dec. 21 | SHPO | MnDOT CRU |
| 2016, Jan. 22 | MnDOT CRU | SHPO |
| 2016, Feb. 12 | SHPO | MnDOT CRU |
| 2016, Aug. 10 | SHPO | MnDOT CRU |
| 2017, Dec. 22 | Washington County | MnDOT CRU |
| 2017, Dec. 27 | MnDOT CRU | City of Landfall |
| 2017, Dec. 27 | MnDOT CRU | City of Woodbury |
| 2018, Jan. 10 | MnDOT CRU | Washington County<br>Public Works Department |
| 2018, Jan. 18 | MnDOT CRU | RCCRA |
| 2018, Jan. 30 | SHPO | FTA |
| 2018, Feb. 22 | SHPO | FTA |

| Date | To | From |
|---|---|---|
| 2018, March 2 | FTA | SHPO |
| 2018, March 15 | SHPO | FTA |
| 2018, March 28 | SHPO | FTA |
| 2018, April 3 | FTA | SHPO |
| 2018, April 13 | FTA | SHPO |
| 2018, April 27 | FTA | SHPO |
| 2018, May 16 | Invitation Letter to Initiate Tribal Consultation Enclosures | FTA |
| 2018, May 16 | Bois Forte (Nett Lake) Band of Chippewa Indians | FTA |
| 2018, May 16 | Fond du Lac Band of Lake Superior Chippewa | FTA |
| 2018, May 16 | Fort Peck Assiniboine and Sioux Tribes | FTA |
| 2018, May 16 | Grand Portage Band of Lake Superior Chippewa | FTA |
| 2018, May 16 | Leech Lake Band of Ojibwe | FTA |
| 2018, May 16 | Lower Sioux Indian Community | FTA |
| 2018, May 16 | Mille Lacs Band of Ojibwe | FTA |
| 2018, May 16 | Northern Cheyenne Tribe | FTA |
| 2018, May 16 | Prairie Island Indian Community | FTA |
| 2018, May 16 | Red Lake Band of Chippewa Indians | FTA |
| 2018, May 16 | Santee Sioux Nation | FTA |
| 2018, May 16 | Shakopee Mdewakanton Sioux Community of Minnesota | FTA |
| 2018, May 16 | Sisseton-Wahpeton Oyate of the Lake Traverse Nation | FTA |
| 2018, May 16 | Turtle Mountain Band of Chippewa Indians | FTA |
| 2018, May 16 | Upper Sioux Community | FTA |
| 2018, May 16 | White Earth Nation of Minnesota Chippewa | FTA |
| 2018, June 15 | U.S. Army Corps of Engineers (USACE) | FTA |
| 2018, June 26 | FTA | Northern Cheyenne Tribal Historic Preservation Officer (THPO) |
| 2018, July 2 | City of Landfall Village | FTA |
| 2018, July 2 | City of Maplewood | FTA |
| 2018, July 2 | City of Oakdale | FTA |
| 2018, July 2 | City of Saint Paul | FTA |
| 2018, July 2 | City of Woodbury | FTA |
| 2018, July 2 | RCRRA | FTA |

| Date | To | From |
|---|---|---|
| 2018, July 2 | Washington County | FTA |
| 2018, July 3 | FTA | Upper Sioux Community THPO |
| 2018, July 3 | Upper Sioux Community THPO | FTA |
| 2018, July 5 | Upper Sioux Community THPO | FTA |
| 2018, July 9 | FTA | USACE |
| 2018, Aug. 7 | SHPO | FTA |
| 2018, Sept. 5 | FTA | SHPO |
| 2018 Oct. 6[a] | Advisory Council on Historic Preservation (ACHP) | FTA |
| 2018, Nov. 13 | SHPO | FTA |
| 2018, Nov. 19 | ACHP | FTA |
| 2018, Nov. 29 | SHPO | FTA |
| 2018, Nov. 30 | USACE | FTA |
| 2018, Dec. 13 | FTA | SHPO |
| 2018, Dec. 18 | MnDOT CRU | USACE |
| 2018, Dec. 20 | FTA | ACHP |
| 2018, Dec. 21 | FTA | SHPO |
| 2019, Jan. 8 | Gold Line BRT Section 106 Consulting Parties | MnDOT CRU |
| 2019, May 30 | FTA | SHPO |
| 2019, June 26 | FTA | Metropolitan Council |
| 2019, June 28 | FTA and MnDOT CRU | SHPO |
| 2019, July 1 | SHPO | FTA |
| 2019, Aug. 2 | FTA | SHPO |
| 2019, Aug. 28 | FTA | Federal Highway Administration (FHWA) |
| 2019, Sept. 16 | FHWA | FTA |

[a] *During a conference call related to two projects, Central Corridor Light Rail Transit and METRO Gold Line BRT, ACHP requested to participate in the development of the PA for the Gold Line Project.*

Washington County

Public Works Department

Donald J. Theisen, P.E.
Director

Wayne H. Sandberg, P.E.
Deputy Director/County Engineer

September 24, 2013

Marisol Simon
Regional Administrator
Federal Transit Administration, Region V
200 Adams Street, Suite 320
Chicago, IL 60606

Re: **Request for FTA to authorize MnDOT to conduct the initial steps in the Section 106 process for the Gateway Corridor project.**

Dear Ms. Simon:

The Washington County Regional Railroad Authority (WCRRA), on behalf of the Gateway Corridor Commission and in partnership with the Metropolitan Council and the Federal Transit Administration (FTA), is conducting a Draft Environmental Impact Statement (Draft EIS) for the Gateway Corridor project in Saint Paul, Maplewood, Oakdale, Landfall, Lake Elmo and Woodbury, Minnesota. The proposed project is a federal undertaking subject to Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations (36 Code of Federal Regulations (CFR) 800). The proposed project would provide transit service from downtown Saint Paul to its eastern suburbs generally along I-94.

To streamline the Section 106 process, WCRRA requests that the FTA authorize the Minnesota Department of Transportation (MnDOT) to conduct the initial steps in the Section 106 process.

Specifically, WCRRA is requesting that MnDOT be authorized to initiate the consultation process, define the area of potential effect (APE), identify historic property within the APE, and determine if historic property within the APE would be subject to effect by the proposed project. The requested authorization would include the preparation of information, analysis, and recommendations regarding the Section 106 process for the proposed project.

Under this streamlining approach to the Section 106 process, the FTA would retain the authority to designate consulting parties, make determinations of adverse effect, and negotiate the terms and conditions of a Memorandum of Agreement to address adverse effects, should one be necessary. MnDOT and WCRRA would cooperate with the FTA in these steps of the Section 106 process. WCRRA looks forward to working with the FTA, MnDOT, and the Minnesota State Historic Preservation Office to complete the Section 106 process for the proposed project.

11660 Myeron Road North, Stillwater, Minnesota 55082-9573
Phone: 651-430-4300 • Fax: 651-430-4350 • TTY: 651-430-6246
www.co.washington.mn.us
Equal Employment Opportunity / Affirmative Action

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
312-353-2789
312-886-0351 (fax)

November 5, 2013

Ms. Britta Bloomberg
Deputy State Historic Preservation Officer
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55102-1903

Re: Section 106 Process for Gateway Corridor Project

Dear Ms. Bloomberg:

The Federal Transit Administration (FTA) is the lead Federal agency on the Gateway Corridor Project (the Project) in Saint Paul, Maplewood, Oakdale, Landfall, Lake Elmo and Woodbury, Minnesota. The Washington County Regional Railroad Authority (WCRRA) is responsible for implementing the activities associated with the Project's Draft Environmental Impact Statement (Draft EIS). The proposed project would provide transit service from downtown Saint Paul to its eastern suburbs generally along Interstate 94. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration.

FTA received the request from WCRRA to authorize the Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) to conduct the initial steps in the Section 106 process. As a result, FTA has decided to delegate MnDOT CRU the authority to work directly with your office on FTA's behalf, pursuant to 36 CFR 800.3-800.4. We understand that FTA remains responsible for all findings and determinations pursuant to 36 CFR 800. We request your agreement with this delegation.

Mr. Dennis Gimmestad of MnDOT CRU will be contacting your office to continue with the consultation of the Section 106 process for the Project. If you have any question, please contact Chris Bertch at (312) 353-3853.

Sincerely,

Marisol R. Simon
Regional Administrator

Attachments: Memo from Andy Gitzlaff, Washington County, dated September 24, 2013

Cc: Andy Gitzlaff, Washington County
Chris Bertch, FTA
William Wheeler, FTA
Maya Sarna, FTA
Dennis Gimmestad, MnDOT
Kristen Zschomler, MnDOT
Kathryn O'Brien, Metro Council
Mike Rogers, RCRRA

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
312-353-2789
312-886-0351 (fax)

November 5, 2013

Andy Gitzlaff
Senior Planner / Acting Transportation Coordinator
Washington County Regional Railroad Authority
11660 Myeron Road North
Stillwater, Minnesota 55082-9573

Re: Authorization of Section 106 Process for Gateway Corridor Project

Dear Mr. Gitzlaff:

On September 24, 2013, the Washington County Regional Railroad Authority (WCRRA) requested the Federal Transit Administration (FTA) authorize the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT) to conduct initial steps of Section 106 of the Historic Preservation Act of 1966 and its implementing regulations (36 CFR Part 800).

The FTA authorizes MnDOT to be the agency to conduct the Section 106 process. Specifically, MnDOT will be authorized to initiate the consultation process, define the area of potential effect (APE), identify historic properties within the APE, and determine if a historic property within the APE would be subject to potential adverse effect by the proposed project.

Under this streamlining approach to the Section 106 process, the FTA retains authority as Federal Lead Agency to designate consulting partners, make determinations of adverse effect, and to negotiate terms and conditions of a Memorandum of Agreement (MOA) resulting from Section 106 consultation.

We look forward to working closely with WCRRA and MnDOT on the proposed Gateway Corridor Project in the future. If you have any questions, please contact Chris Bertch at (312) 353-3853.

Sincerely,

Marisol R. Simon
Regional Administrator

Attachments: Memo from Andy Gitzlaff, Washington County, dated September 24, 2013

Cc: Kathryn O'Brien, Metro Council
Mike Rogers, RCRRA
Dennis Gimmestad, MnDOT
Kristen Zschomler, MnDOT

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
312-353-2789
312-886-0351 (fax)

July 31, 2014

Ms. Britta Bloomberg
Deputy State Historic Preservation Officer
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55102-1903

Re: Section 106 Process for Gateway Corridor Project

Dear Ms. Bloomberg:

The Federal Transit Administration (FTA) is the lead Federal agency on the Gateway Corridor Project (the Project) in Saint Paul, Maplewood, Oakdale, Landfall, Lake Elmo and Woodbury, Minnesota. The Washington County Regional Railroad Authority (WCRRA) is responsible for implementing the activities associated with the Project's Draft Environmental Impact Statement (Draft EIS). The proposed project would provide transit service from downtown Saint Paul to its eastern suburbs generally along Interstate 94. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration.

FTA received the request from WCRRA to authorize the Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) to conduct the initial steps in the Section 106 process. As a result, FTA has decided to delegate MnDOT CRU the authority to work directly with your office on FTA's behalf, pursuant to 36 CFR 800.3-800.4. We understand that FTA remains responsible for all findings and determinations pursuant to 36 CFR 800. We request your agreement with this delegation.

Mr. Greg Mathis of the MnDOT Cultural Resources Unit will continue with the consultation of the Section 106 process for the Project, replacing Mr. Dennis Gimmestad. If you have any questions, please contact Chris Bertch at (312) 353-3853.

Sincerely,

Marisol R. Simon
Regional Administrator

Attachments: Memo from Andy Gitzlaff, Washington County, dated September 24, 2013

Cc: Andy Gitzlaff, Washington County
Chris Bertch, FTA
William Wheeler, FTA
Maya Sarna, FTA
Greg Mathis, MnDOT
Kristen Zschomler, MnDOT
Kathryn O'Brien, Metro Council
Mike Rogers, RCRRA

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
312-353-2789
312-886-0351 (fax)

July 31, 2014

Andy Gitzlaff
Transportation Coordinator
Washington County Regional Railroad Authority
11660 Myeron Road North
Stillwater, Minnesota 55082-9573

Re: Authorization of Section 106 Process for Gateway Corridor Project

Dear Mr. Gitzlaff:

On September 24, 2013, the Washington County Regional Railroad Authority (WCRRA) requested the Federal Transit Administration (FTA) authorize the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT) to conduct initial steps of Section 106 of the Historic Preservation Act of 1966 and its implementing regulations (36 CFR Part 800).

The FTA authorizes MnDOT to be the agency to conduct the Section 106 process. Specifically, MnDOT will be authorized to initiate the consultation process, define the area of potential effect (APE), identify historic properties within the APE, and determine if a historic property within the APE would be subject to potential adverse effect by the proposed project. Project consultation activities will be conducted by Mr. Greg Mathis of the MnDOT Cultural Resources Unit, replacing Mr. Dennis Gimmestad.

Under this streamlining approach to the Section 106 process, the FTA retains authority as Federal Lead Agency to designate consulting partners, make determinations of adverse effect, and to negotiate terms and conditions of a Memorandum of Agreement (MOA) resulting from Section 106 consultation.

We look forward to working closely with WCRRA and MnDOT on the proposed Gateway Corridor Project in the future. If you have any questions, please contact Chris Bertch at (312) 353-3853.

Sincerely,

Marisol R. Simon
Regional Administrator

Attachments: Memo from Andy Gitzlaff, Washington County, dated September 24, 2013

Cc: Kathryn O'Brien, Metro Council
Mike Rogers, RCRRA
Greg Mathis, MnDOT
Kristen Zschomler, MnDOT

HERITAGE PRESERVATION COMMISSION
*Richard Dana, Chair*

CITY OF SAINT PAUL
*Christopher B. Coleman, Mayor*

*25 West Fourth Street*
*Saint Paul, MN 55102*

*Telephone: 651-266-6700*
*Facsimile: 651-228-3220*

February 12, 2015

Greg Mathis
Cultural Resources Unit
Minnesota Department of Transportation
Office of Environmental Services
Mail Stop 620
395 John Ireland Boulevard
St. Paul, MN 55102

Re: Section 106 Consulting Party Invitation for proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Mr. Mathis:

I am writing to you on behalf of the **Saint Paul Heritage Preservation Commission** regarding the proposed Gateway Corridor Bus Rapid Transit (BRT) Project sponsored by the Washington County Regional Rail Authority. Thank you for initiating consultation with our office pursuant to Section 106 of the *National Historic Preservation Act* (NHPA).

We understand that this project may be evaluated to consider its potential effects on historic properties that are listed on or are eligible for the National Register of Historic Places (NRHP). We are aware that the identified route may pass through the local Dayton's Bluff Historic District and that there may be impacts to possible National Register eligible sites that may not yet be identified.

On behalf of the **Saint Paul Heritage Preservation Commission,** I am hereby requesting that our organization be included as a consulting party as this project progresses. Please confirm your receipt of this letter and keep me informed of any other specific steps I can take to be involved with the development and implementation of any Section 106 requirements for this project. Please feel free to contact me at 651-266-6714 or amy.spong@ci.stpaul.mn.us.

Sincerely,

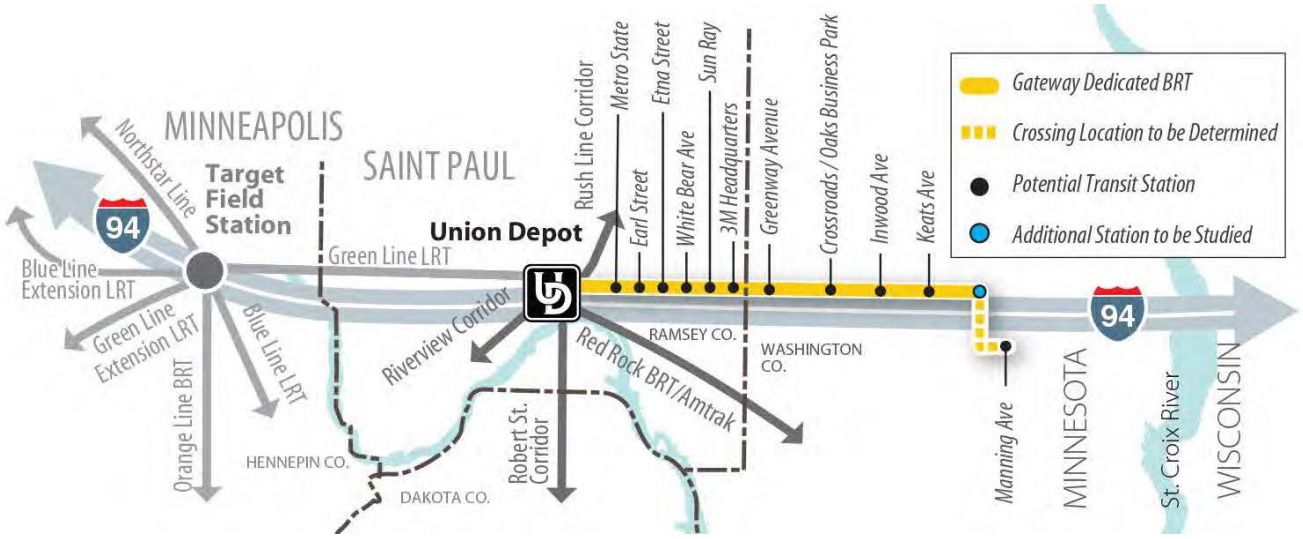
Amy Spong
Historic Preservation Specialist

Cc: Sarah Beimers, SHPO (via email)
Bill Dermody, City of St. Paul, PED (via email)

# CONNECTING THE EAST METRO

GATEWAY CORRIDOR

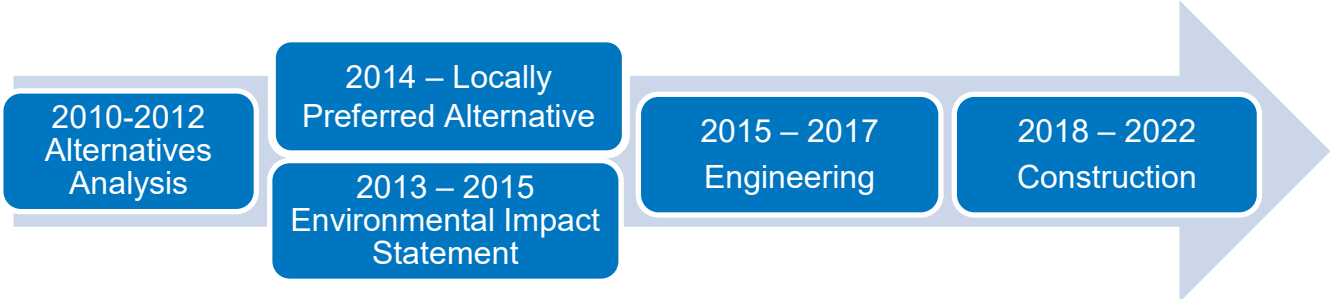
**The Gateway Corridor is a vital link connecting eastern Twin Cities' communities to the heart of Saint Paul-Minneapolis.**




- Gateway is a bus rapid transit (BRT) line that would run 12 miles in its own lane between the Union Depot in downtown Saint Paul and Woodbury
- The line connects to a growing regional transit system
- Stations in a dedicated transitway foster new connections and increased economic development
- New, consistent, all-day service in both directions will compliment existing express commuter service

## PROJECT TIMELINE

The proposal is following the Federal Transit Administration process. In 2013, the Alternative Analysis study selected the Hudson Road alignment alongside I-94 as the preferred alternative. Community members selected BRT as the locally preferred alternative for transit mode in 2014. The Draft Environmental Impact Statement (EIS) is now underway. It will assess effects of BRT on air and water quality among other potential impacts and determine mitigation measures as needed. Depending on federal, state and local funding, service may be operational in 2022.



## GATEWAY CORRIDOR COMMISSION

Work on the rapid transit proposal is led by the Gateway Corridor Commission, which was formed in 2009 to study and plan alternative transportation options along Interstate 94.

### Commission members represent:

- Ramsey County Regional Railroad Authority (RRA)
- Washington County RRA
- City of Afton
- City of Lake Elmo
- City of Lakeland
- City of Maplewood
- City of Oakdale
- City of St. Paul
- West Lakeland Township
- City of Woodbury

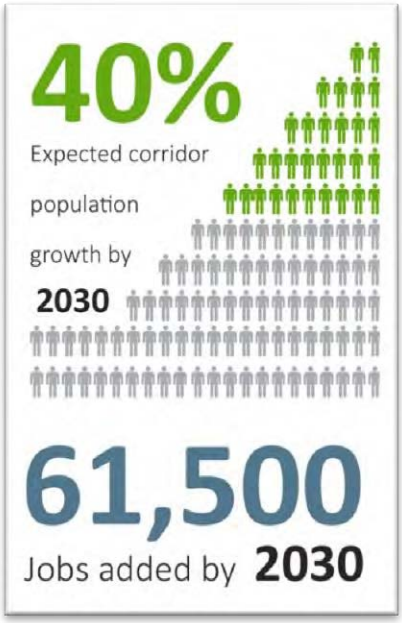
Ex-officio members include:

- 3M
- Baytown Township
- Lakeland Shores
- Landfall Village
- Oakdale Business and Professional Association
- St. Paul Area Chamber of Commerce
- Wisconsin Gateway Corridor Coalition
- Woodbury Chamber of Commerce.

Policy makers are advised by a committee structure that includes technical experts, residents and business representation.

## COMMUNITY LEADERS SUPPORT GATEWAY

- Reliable, efficient, cost-effective transit services attract employees and improve productivity
- Transit investments, balanced across the Twin Cities, help the region compete with other metro areas
- Transit helps manage congestion growth, making it easier to move products, employees and customers
- It provides convenient, stress-free travel in the east metro and to the downtowns, the airport, Mall of America, and numerous destinations in between on a growing transit system




**Population and traffic levels are growing on I-94 and MnDOT has no plans for major expansion.**

**Gateway Corridor rapid transit offers a proactive, cost-effective solution.**

## GET CONNECTED

Your continued support is crucial to taking rapid transit in the Gateway Corridor from a dream to reality.

Visit www.TheGatewayCorridor.com to sign up for occasional e-newsletters. Watch for news of public meetings and other opportunities to get involved in the project.

## FOR MORE INFORMATION

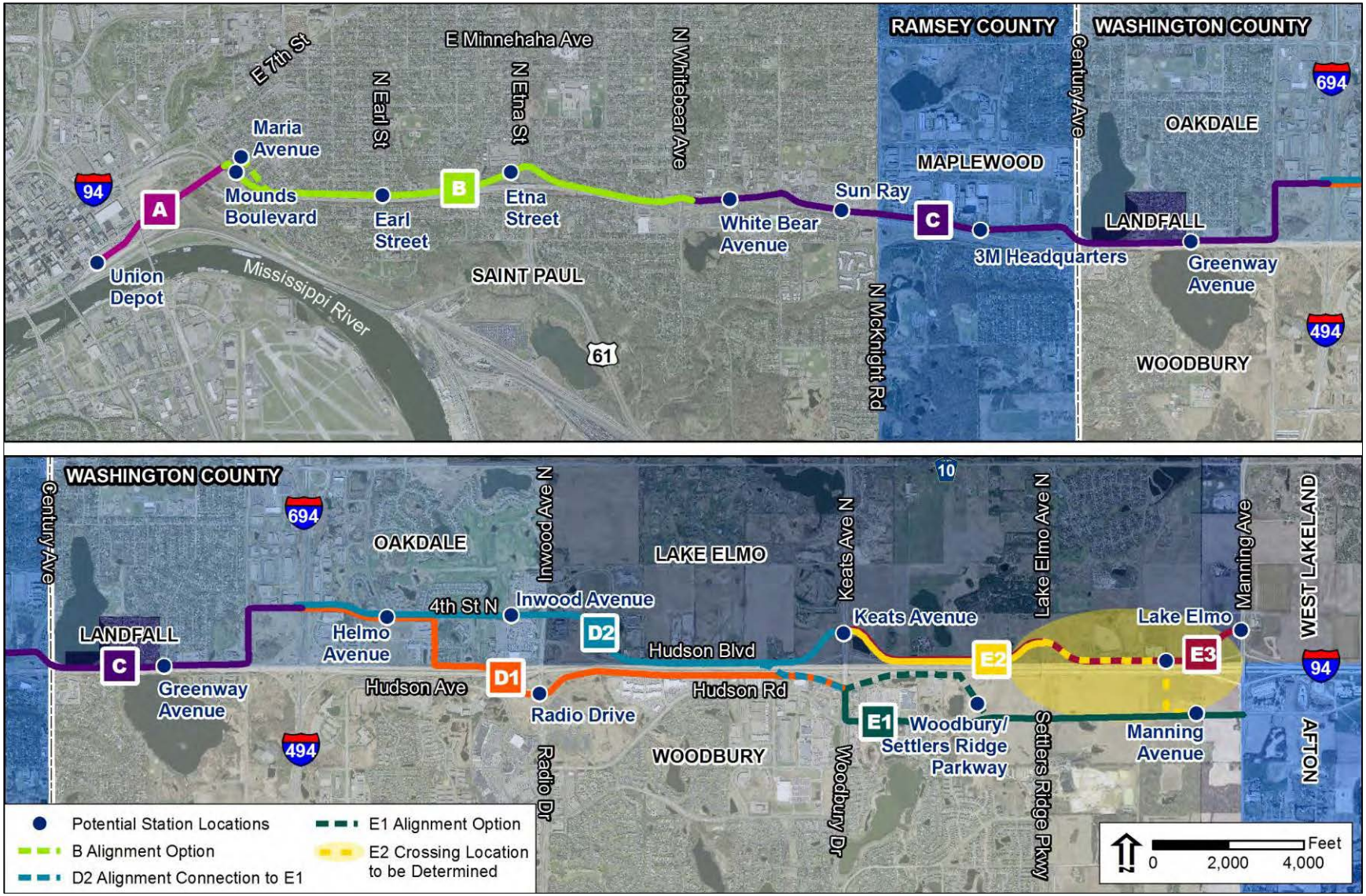
Project Manager – Andy Gitzlaff, Senior Planner
Washington County Public Works Department
11660 Myeron Road North, Stillwater, MN 55082
Phone: (651) 430-4300
gatewaycorridor@co.washington.mn.us

www.TheGatewayCorridor.com

Find us on Facebook

10/14

## Dedicated BRT Alternatives to be Studied in the Draft EIS



**Minnesota Department of Transportation**

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

May 12, 2015

Dean Zuleger
City of Lake Elmo
3800 Laverne Ave. N.
Lake Elmo, MN 55042

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Mr. Zuleger,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the City of Lake Elmo to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project. The proposed project, which is sponsored by the Washington Regional Railroad Authority, is an approximately 12-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 and will connect the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: http://thegatewaycorridor.com.

The Project may receive funding from the FTA; therefore, it must comply with Section 306108 (Section 106 by reference) of the National Historic Preservation Act (NHPA), as amended, 54 U.S.C. § 306108. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or are eligible for inclusion in, the National Register of Historic Places. When there are potential adverse effects, the agency must consider ways to avoid, minimize, or mitigate those effects. The result is often a Section 106 agreement that stipulates measures to be taken to address Project effects on historic properties. The Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) is acting on behalf of the FTA in carrying out many aspects of the Section 106 process for this project.

Local governments are entitled to participate in the Section 106 process as consulting parties, along with the State Historic Preservation Office (SHPO), Indian tribes, and other interested organizations and individuals. Consulting parties are able to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other parties. Consulting parties play an active and important role in determining how potential effects on historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: http://www.achp.gov/docs/CitizenGuide.pdf.

We would welcome the involvement of the City of Lake Elmo in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

Enclosures: Gateway Corridor: Connecting the East Metro (project fact sheet; 2 sheets)

Gateway Corridor: Dedicated BRT Alternatives to be studied in the Draft EIS (project overview map; 1 sheet)

cc: Chris Bertch, FTA
Maya Sarna, FTA
Bill Wheeler, FTA
Sarah Beimers, SHPO
Andy Gitzlaff, WCRRA
Jessica Laabs, Kimley-Horn

**Minnesota Department of Transportation**

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

May 12, 2015

Ed Shukle
City of Landfall Village
One 4th Ave.
Landfall, MN 55128

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Mr. Shukle,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the City of Landfall Village to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project. The proposed project, which is sponsored by the Washington Regional Railroad Authority, is an approximately 12-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 and will connect the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: http://thegatewaycorridor.com.

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We would welcome the involvement of the City of Landfall Village in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

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Gateway Corridor: Dedicated BRT Alternatives to be studied in the Draft EIS (project overview map; 1 sheet)

cc: Chris Bertch, FTA
Maya Sarna, FTA
Bill Wheeler, FTA
Sarah Beimers, SHPO
Andy Gitzlaff, WCRRA
Jessica Laabs, Kimley-Horn

**Minnesota Department of Transportation**

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

May 12, 2015

Melinda Coleman
City of Maplewood
1830 County Road B East
Maplewood, MN 55109

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Ms. Coleman,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the City of Maplewood to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project. The proposed project, which is sponsored by the Washington Regional Railroad Authority, is an approximately 12-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 and will connect the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: http://thegatewaycorridor.com.

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Local governments are entitled to participate in the Section 106 process as consulting parties, along with the State Historic Preservation Office (SHPO), Indian tribes, and other interested organizations and individuals. Consulting parties are able to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other parties. Consulting parties play an active and important role in determining how potential effects on historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: http://www.achp.gov/docs/CitizenGuide.pdf.

We would welcome the involvement of the City of Maplewood in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

Enclosures: Gateway Corridor: Connecting the East Metro (project fact sheet; 2 sheets)
Gateway Corridor: Dedicated BRT Alternatives to be studied in the Draft EIS (project

overview map; 1 sheet)

cc: Chris Bertch, FTA
Maya Sarna, FTA
Bill Wheeler, FTA
Sarah Beimers, SHPO
Andy Gitzlaff, WCRRA
Jessica Laabs, Kimley-Horn

**Minnesota Department of Transportation**

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

May 12, 2015

Suzanne Warren
City of Oakdale
1584 Hadley Ave. N.
Oakdale, MN 55128

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Ms. Warren,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the City of Oakdale to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project. The proposed project, which is sponsored by the Washington Regional Railroad Authority, is an approximately 12-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 and will connect the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: http://thegatewaycorridor.com.

The Project may receive funding from the FTA; therefore, it must comply with Section 306108 (Section 106 by reference) of the National Historic Preservation Act (NHPA), as amended, 54 U.S.C. § 306108. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or are eligible for inclusion in, the National Register of Historic Places. When there are potential adverse effects, the agency must consider ways to avoid, minimize, or mitigate those effects. The result is often a Section 106 agreement that stipulates measures to be taken to address Project effects on historic properties. The Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) is acting on behalf of the FTA in carrying out many aspects of the Section 106 process for this project.

Local governments are entitled to participate in the Section 106 process as consulting parties, along with the State Historic Preservation Office (SHPO), Indian tribes, and other interested organizations and individuals. Consulting parties are able to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other parties. Consulting parties play an active and important role in determining how potential effects on historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: http://www.achp.gov/docs/CitizenGuide.pdf.

We would welcome the involvement of the City of Oakdale in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

Enclosures: Gateway Corridor: Connecting the East Metro (project fact sheet; 2 sheets)
Gateway Corridor: Dedicated BRT Alternatives to be studied in the Draft EIS (project

overview map; 1 sheet)

cc: Chris Bertch, FTA
Maya Sarna, FTA
Bill Wheeler, FTA
Sarah Beimers, SHPO
Andy Gitzlaff, WCRRA
Jessica Laabs, Kimley-Horn

**Minnesota Department of Transportation**

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

May 12, 2015

Shari Moore
City Clerk
City of Saint Paul
310 City Hall
15 Kellogg Blvd. W.
Saint Paul, MN 55102

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Ms. Moore,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the City of Saint Paul to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project. The proposed project, which is sponsored by the Washington Regional Railroad Authority, is an approximately 12-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 and will connect the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: http://thegatewaycorridor.com.

The Project may receive funding from the FTA; therefore, it must comply with Section 306108 (Section 106 by reference) of the National Historic Preservation Act (NHPA), as amended, 54 U.S.C. § 306108. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or are eligible for inclusion in, the National Register of Historic Places. When there are potential adverse effects, the agency must consider ways to avoid, minimize, or mitigate those effects. The result is often a Section 106 agreement that stipulates measures to be taken to address Project effects on historic properties. The Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) is acting on behalf of the FTA in carrying out many aspects of the Section 106 process for this project.

Local governments are entitled to participate in the Section 106 process as consulting parties, along with the State Historic Preservation Office (SHPO), Indian tribes, and other interested organizations and individuals. Consulting parties are able to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other parties. Consulting parties play an active and important role in determining how potential effects on historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: http://www.achp.gov/docs/CitizenGuide.pdf.

We would welcome the involvement of the City of Saint Paul in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

Enclosures: Gateway Corridor: Connecting the East Metro (project fact sheet; 2 sheets)
Gateway Corridor: Dedicated BRT Alternatives to be studied in the Draft EIS (project overview map; 1 sheet)

cc: Chris Bertch, FTA
Maya Sarna, FTA
Bill Wheeler, FTA
Sarah Beimers, SHPO
Andy Gitzlaff, WCRRA
Jessica Laabs, Kimley-Horn

**Minnesota Department of Transportation**

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

May 12, 2015

Clinton Gridley
City of Woodbury
8301 Valley Creek Rd.
Woodbury, MN 55125

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Mr. Gridley,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the City of Woodbury to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project. The proposed project, which is sponsored by the Washington Regional Railroad Authority, is an approximately 12-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 and will connect the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: http://thegatewaycorridor.com.

The Project may receive funding from the FTA; therefore, it must comply with Section 306108 (Section 106 by reference) of the National Historic Preservation Act (NHPA), as amended, 54 U.S.C. § 306108. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or are eligible for inclusion in, the National Register of Historic Places. When there are potential adverse effects, the agency must consider ways to avoid, minimize, or mitigate those effects. The result is often a Section 106 agreement that stipulates measures to be taken to address Project effects on historic properties. The Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) is acting on behalf of the FTA in carrying out many aspects of the Section 106 process for this project.

Local governments are entitled to participate in the Section 106 process as consulting parties, along with the State Historic Preservation Office (SHPO), Indian tribes, and other interested organizations and individuals. Consulting parties are able to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other parties. Consulting parties play an active and important role in determining how potential effects on historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: http://www.achp.gov/docs/CitizenGuide.pdf.

We would welcome the involvement of the City of Woodbury in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

Enclosures: Gateway Corridor: Connecting the East Metro (project fact sheet; 2 sheets)

Gateway Corridor: Dedicated BRT Alternatives to be studied in the Draft EIS (project overview map; 1 sheet)

cc: Chris Bertch, FTA
Maya Sarna, FTA
Bill Wheeler, FTA
Sarah Beimers, SHPO
Andy Gitzlaff, WCRRA
Jessica Laabs, Kimley-Horn

**Minnesota Department of Transportation**

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

May 12, 2015

Lake Elmo Heritage Preservation Commission
Attn: Dean Zulger
3800 Laverne Ave. N.
Lake Elmo, MN 55042

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Mr. Zulger,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the Lake Elmo Heritage Preservation Commission (HPC) to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project. The proposed project, which is sponsored by the Washington Regional Railroad Authority, is an approximately 12-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 and will connect the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: http://thegatewaycorridor.com.

The Project may receive funding from the FTA; therefore, it must comply with Section 306108 (Section 106 by reference) of the National Historic Preservation Act (NHPA), as amended, 54 U.S.C. § 306108. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or are eligible for inclusion in, the National Register of Historic Places. When there are potential adverse effects, the agency must consider ways to avoid, minimize, or mitigate those effects. The result is often a Section 106 agreement that stipulates measures to be taken to address Project effects on historic properties. The Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) is acting on behalf of the FTA in carrying out many aspects of the Section 106 process for this project.

Local governments are entitled to participate in the Section 106 process as consulting parties, along with the State Historic Preservation Office (SHPO), Indian tribes, and other interested organizations and individuals. Consulting parties are able to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other parties. Consulting parties play an active and important role in determining how potential effects on historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: http://www.achp.gov/docs/CitizenGuide.pdf.

We would welcome the involvement of the HPC in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

Enclosures: Gateway Corridor: Connecting the East Metro (project fact sheet; 2 sheets)

Gateway Corridor: Dedicated BRT Alternatives to be studied in the Draft EIS (project overview map; 1 sheet)

cc: Chris Bertch, FTA
Maya Sarna, FTA
Bill Wheeler, FTA
Sarah Beimers, SHPO
Andy Gitzlaff, WCRRA
Jessica Laabs, Kimley-Horn

**Minnesota Department of Transportation**

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

May 12, 2015

Kevin Roggenbuck
Ramsey County Regional Railroad Authority
Union Depot, Suite 200
214 4th St. E.
St. Paul, MN 55101

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Mr. Roggenbuck,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the Ramsey County Regional Railroad Authority (RCRRA) to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project. The proposed project, which is sponsored by the Washington Regional Railroad Authority, is an approximately 12-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 and will connect the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: http://thegatewaycorridor.com.

The Project may receive funding from the FTA; therefore, it must comply with Section 306108 (Section 106 by reference) of the National Historic Preservation Act (NHPA), as amended, 54 U.S.C. § 306108. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or are eligible for inclusion in, the National Register of Historic Places. When there are potential adverse effects, the agency must consider ways to avoid, minimize, or mitigate those effects. The result is often a Section 106 agreement that stipulates measures to be taken to address Project effects on historic properties. The Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) is acting on behalf of the FTA in carrying out many aspects of the Section 106 process for this project.

Local governments are entitled to participate in the Section 106 process as consulting parties, along with the State Historic Preservation Office (SHPO), Indian tribes, and other interested organizations and individuals. Consulting parties are able to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other parties. Consulting parties play an active and important role in determining how potential effects on historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: http://www.achp.gov/docs/CitizenGuide.pdf.

We would welcome the involvement of the RCRRA in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

Enclosures: Gateway Corridor: Connecting the East Metro (project fact sheet; 2 sheets)
Gateway Corridor: Dedicated BRT Alternatives to be studied in the Draft EIS (project overview map; 1 sheet)

cc: Chris Bertch, FTA
Maya Sarna, FTA
Bill Wheeler, FTA
Sarah Beimers, SHPO
Andy Gitzlaff, WCRRA
Jessica Laabs, Kimley-Horn

**Minnesota Department of Transportation**

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

May 12, 2015

Saint Paul Heritage Preservation Commission
Attn.: Amy Spong
City of Saint Paul
25 4th St. W., Suite 1400
Saint Paul, MN 55102

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Ms. Spong,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the Saint Paul Heritage Preservation Commission (HPC) to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project. The proposed project, which is sponsored by the Washington Regional Railroad Authority, is an approximately 12-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 and will connect the cities of St. Paul, Maplewood, Landfall, Oakdale, Lake Elmo and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: http://thegatewaycorridor.com.

The Project may receive funding from the FTA; therefore, it must comply with Section 306108 (Section 106 by reference) of the National Historic Preservation Act (NHPA), as amended, 54 U.S.C. § 306108. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or are eligible for inclusion in, the National Register of Historic Places. When there are potential adverse effects, the agency must consider ways to avoid, minimize, or mitigate those effects. The result is often a Section 106 agreement that stipulates measures to be taken to address Project effects on historic properties. The Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) is acting on behalf of the FTA in carrying out many aspects of the Section 106 process for this project.

Local governments are entitled to participate in the Section 106 process as consulting parties, along with the State Historic Preservation Office (SHPO), Indian tribes, and other interested organizations and individuals. Consulting parties are able to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other parties. Consulting parties play an active and important role in determining how potential effects on historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: http://www.achp.gov/docs/CitizenGuide.pdf.

We would welcome the involvement of the HPC in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

Enclosures: Gateway Corridor: Connecting the East Metro (project fact sheet; 2 sheets)
Gateway Corridor: Dedicated BRT Alternatives to be studied in the Draft EIS (project overview map; 1 sheet)

cc: Chris Bertch, FTA
Maya Sarna, FTA
Bill Wheeler, FTA
Sarah Beimers, SHPO
Andy Gitzlaff, WCRRA
Jessica Laabs, Kimley-Horn

MAPLEWOOD
*Together We Can*

May 26, 2015

Greg Mathis
MnDOT CRU
Mail Stop 620
395 John Ireland Blvd
St. Paul, MN 55155-1899

Dear Mr. Mathis,

The City of Maplewood is in receipt of the invitation to participate in the Section 106 (historic properties) review process for the proposed Gateway Corridor Bus Rapid Transit Project, SHPO No. 2014-0398.

The City of Maplewood accepts participation as a consulting party.

Please include me on all future outreach and correspondence. I can also be reached directly at 651-249-2403 or michael.thompson@ci.maplewood.mn.us.

Sincerely,
CITY OF MAPLEWOOD

Michael Thompson, P.E
City Engineer/Director of Public Works

C: Nora Slawik, Mayor
Melinda Coleman, City Manager
Mike Martin, City Planner
City Project File 14-05

## Dammel, Rachel (Haase)

**From:** Bob Streetar <bob.streetar@ci.oakdale.mn.us>
**Sent:** Friday, June 12, 2015 5:18 PM
**To:** Mathis, Gregory (DOT)
**Cc:** Bob Streetar
**Subject:** City of Oakdale/Gateway Corridor Bus Rapid Transit/Section 106 Process

Hi Greg:

I am writing to indicate the City of Oakdale is interested in participating in the Section 106 process for the Gateway Corridor Bus Rapid Transit.

Bob

Bob Streetar, DPA
Community Development Director
City of Oakdale
651-730-2806 (o)
612-834-3056 (c)
Bob.streetar@ci.oakdale.mn.us

Minnesota Historical Society

Using the Power of History to Transform Lives
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**MINNESOTA HISTORIC PRESERVATION OFFICE**

January 22, 2016

Greg Mathis, Cultural Resources Unit
Office of Environmental Services
MN Dept of Transportation
Transportation Bldg, MS 620
395 John Ireland Blvd
St. Paul, MN 55155

RE: Gateway Corridor Bus Rapid Transit Project
Ramsey and Washington Counties
SHPO Number: 2014-0398

Dear Mr. Mathis

Thank you for the opportunity comment on the above project. Information received in our office on 22 December 2015 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.

We have completed our review of your correspondence dated 21 December 2015 which included the following documents:

- *Archaeological and Architecture/History Area of Potential Effect* (December 2015), report and appendices (maps)
- *Gateway Corridor Methodology for Archaeological & Architecture/History Surveys* (The 106 Group Ltd, 18 December 2015)

Based on information available to us at this time, we agree that your determination for the areas of potential effect (APE) for archaeological resources and architectural/historic resources is appropriate for the proposed undertaking, as described and documented in your submittal. We appreciate the extensive research and thorough analysis competed in order to make this determination.

Since this APE has been determined based upon preliminary project engineering plans and with several route alternatives still under consideration, it is our understanding that, as design development proceeds, your agency will continue to reevaluate these APEs in order to determine whether adjustments are warranted and will consult with our office and other consulting parties as needed.

In general, we agree that the proposed survey methodology as presented in the submittal is appropriate to the scale and nature of the proposed undertaking as we currently understand it. Specifically as this methodology relates to survey of architecture/history properties previously determined eligible or ineligible for listing in the National Register of Historic Places (NRHP), we recommend that your agency consider incorporation into the methodology a provision that would allow for consideration of the passage of time, changing perceptions of significance, or incomplete prior evaluations that may require a property to be re-evaluated for NRHP eligibility, per 36 CFR 800.4(c)(1).

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.

Sincerely,

Sarah J. Beimers

Sarah J. Beimers, Manager
Government Programs & Compliance

**Minnesota Department of Transportation**

**Office of Environmental Stewardship**
Mail Stop 620
395 John Ireland Boulevard
St. Paul, MN 55155

Office Tel: (651) 366-3615
Fax: (651) 366-3603

February 12, 2016

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

RE: Gateway Corridor Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Area of Potential Effect and Research Design for Historic Property Identification, SHPO #2014-0398

Dear Ms. Beimers,

Thank you for your response and concurrence letter dated 22 January 2016, regarding the two documents submitted to your office on behalf of the Federal Transit Administration on 22 December 2015:

- Archaeological and Architecture/History Area of Potential Effect (December 2015) report and appendices (maps)
- Gateway Corridor Methodology for Archaeological & Architecture/History Surveys (The 106 Group Ltd, 18 December 2015)

Your letter agreed with proposed survey methodology, but recommended that we incorporate into the methodology a provision that would allow for consideration of the passage of time, changing perceptions of significance, or incomplete prior evaluations that may require a property to be re-evaluated for NRHP eligibility, per 36 CFR 800.4 (c)(1).

We agree with this suggestion and have modified the methodology language as follows:

Properties inventoried within the last five years for Section 106 reviews completed in consultation with MnDOT CRU will not be re-surveyed or evaluated as part of this project. Properties previously determined eligible for listing in the National Register of Historic Places (NRHP) will have an updated inventory form prepared if there has been a change in the property's historical integrity or if it appears that there is a potential change in significance that would result in a different NRHP eligibility recommendation. If there are no integrity changes, or if there does not appear to be a change in significance, the previously determined eligible property will be identified and recorded in a table in the survey report. All other properties, including those surveyed more than five years ago and determined ineligible and those not previously surveyed, would be fully inventoried.

We anticipate continuing consultation on this project as project planning occurs and route alternatives are evaluated. Please contact me at (651) 366-3615 or at garneth.peterson@state.mn.us if you have any questions.

Sincerely,

Garneth O. Peterson, AICP
MnDOT Cultural Resources Unit

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Lyssa Leitner, Washington County Regional Railroad Authority
Mike Rogers, Ramsey County Regional Railroad Authority
Jessica Laabs, Kimley-Horn
Michael Thompson, City of Maplewood
Bob Streetar, City of Oakdale
Amy Spong, St. Paul HPC
Jenny Bring, 106 Group

Minnesota Department of Transportation

Office of Environmental Services
Mail Stop 620
395 John Ireland Boulevard

Office Tel: (651) 366-4292
Fax: (651) 366-3603
greg.mathis@state.mn.us

August 10, 2016

Sarah Beimers
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55102

RE: Gateway Corridor Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Literature review of historic resource evaluations of the Dayton's Bluff neighborhood in St. Paul, SHPO #2014-0398

Dear Ms. Beimers,

We are writing to continue consultation regarding the identification of historic properties for the Gateway Corridor Bus Rapid Transit (BRT) Project (Project). Following standard practice, all Section 106 consulting parties for the Project are copied on this letter.

This letter transmits for your files and reference is a literature review prepared by our office to document previous surveys of the Dayton's Bluff neighborhood of St. Paul.

On December 21, 2015, our office, on behalf of the Federal Transit Administration (FTA), submitted for your review the area of potential effect (APE) for the Project and the research design for identifying historic properties in the APE. On January 22, 2016, your office concurred with the APE, and confirmed its agreement with the research design provided a provision was added that would "allow for consideration of the passage of time, changing perceptions of significance, or incomplete prior evaluations that may require a property to be re-evaluated for NRHP eligibility, per 36 CFR 800.4(c)(1)." We confirmed the incorporation of this provision into the research design in our letter of February 12, 2016.

As part of our efforts to identify historic properties under the approved research design, and in accordance with the provisions of 36CRF 800.4, on May 4, 2016, Garneth Peterson from our office met with you, along with Mark Assam and Reggie Arkeld from FTA via telephone. The purpose of this meeting was to discuss the level of effort required to document portions of the Dayton's Bluff neighborhood for the Project. During the meeting, participants discussed the fact that the Dayton's Bluff neighborhood, and individual properties therein, have been the subject of numerous historic resource studies and evaluations dating back to 1989, but that none of our agencies have kept track of the primary studies and their recommendations. Therefore, the group concluded it would be useful to have a summary of these studies to both inform our efforts to identify historic properties that may be affected by the Project, and to have in your files for future reference. In response, our office conducted a literature search of existing documentation on file at your office related to the Dayton's Bluff neighborhood and prepared the enclosed report, entitled: *Literature Review of Previous National Register of Historic Places and Local Heritage Preservation District Surveys and Evaluations of Dayton's Bluff* (July 2016). This document provides summaries of the primary architecture/history surveys and reports completed since 1989 that are focused on the locally (City of St. Paul) designated Dayton's Bluff Heritage Preservation District and includes the resulting conclusions and decisions

regarding evaluation of Dayton's Bluff for both designation as a local heritage preservation district and for potential National Register eligibility. In accordance with 36 CFR 800.4, we are using this summary as background to inform our current architecture/history survey and evaluation efforts for the Project.

As was discussed during the meeting back in May, we are providing this literature review to you for your files and reference; we are not requesting comments or concurrence. We look forward to continuing to consult with your office on this Project as the architecture/history and archaeological survey work continues. If you have any questions, please contact Garneth Peterson at (651) 366-3615 or myself at (651) 366-4292.

Sincerely,

Greg Mathis
MnDOT Cultural Resources Unit

Enclosures: *Literature Review of Previous National Register of Historic Places and Local Heritage Preservation District Surveys and Evaluations of Dayton's Bluff* (Minnesota Department of Transportation Cultural Resources Unit, July 2016)

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Garneth Peterson, Minnesota Department of Transportation
Lyssa Leitner, Washington County Regional Railroad Authority
Mike Rogers, Ramsey County Regional Railroad Authority
Jessica Laabs, Kimley-Horn
Michael Thompson, City of Maplewood
Bob Streetar, City of Oakdale
Amy Spong, St. Paul HPC
Bill Dermody, City of Saint Paul

DEPARTMENT OF TRANSPORTATION

Cultural Resources Unit
395 John Ireland Blvd., Mail Stop 620
St. Paul, MN 55155

December 22, 2017

Jan Lucke
Transportation Planning Manager
Washington County
Public Works Department, Transportation Division
11660 Myeron Road North
Stillwater, MN 55082

RE: Consulting party status; Section 106 review for the proposed Gateway Corridor (Gold Line) Bus Rapid Transit Project, SHPO No. 2014-0398

Dear Ms. Lucke,

On behalf of the Federal Transit Administration (FTA), I am extending an invitation to the Washington County to participate in the Section 106 process for the Gateway Corridor Bus Rapid Transit (BRT) Project, also known as the Gold Line BRT. The proposed Project, which is sponsored by the Metropolitan Council, is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 to just east of Interstate 494, then extends south along Bielenberg Drive to the Woodbury Village Shopping Center, connecting the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a project fact sheet and a map of the project area. Additional information on the project is available at: https://www.metrotransit.org/gold-line-project.

The Project may receive funding from the FTA; therefore, it must comply with Section 306108 (Section 106 by reference) of the National Historic Preservation Act (NHPA), as amended, 54 U.S.C. § 306108. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or are eligible for inclusion in, the National Register of Historic Places. When there are potential adverse effects, the agency must consider ways to avoid, minimize, or mitigate those effects. The result is often a Section 106 agreement that stipulates measures to be taken to address Project effects on historic properties. The Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) is acting on behalf of the FTA in carrying out many aspects of the Section 106 process for this project.

Local governments are entitled to participate in the Section 106 process as consulting parties, along with the State Historic Preservation Office (SHPO), Indian tribes, and other interested organizations and individuals. Consulting parties are able to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Federal agency and other parties. Consulting parties play an active and important role in determining how potential effects on historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: http://www.achp.gov/docs/CitizenGuide.pdf.

We would welcome the involvement of Washington County in the Section 106 consultation for the Project. If you would like to participate, please let us know of your interest in writing within 30 days of this letter. If you have any questions, please contact me at (651) 366-4292.

Sincerely,

Greg Mathis
Minnesota Department of Transportation
Cultural Resources Unit

Enclosures: METRO Gold Line (project fact sheet)
METRO Gold Line project overview map

CC (via email): Bill Wheeler, FTA
Elizabeth Breiseth, FTA
Sarah Beimers, Minnesota State Historic Preservation Office
Chris Beckworth, Gold Line Project Office
Lyssa Leitner, Gold Line Project Office
Nani Jacobson, HTNB

# Coming soon to the east metro: METRO Gold Line

The METRO Gold Line is a planned nine-mile dedicated Bus Rapid Transit (BRT) line that will connect St. Paul, Maplewood, Landfall, Oakdale and Woodbury generally along Interstate 94.

The METRO Gold Line will be Minnesota's first BRT line that operates primarily within **exclusive bus-only lanes**. These exclusive lanes are dedicated only to transit buses and will be built on the north side of Interstate 94.

Gold Line service will offer new opportunities for residents, employees and business owners by strengthening connections to the eastern suburbs with **11 new stations**. The Gold Line will provide **frequent, all-day service** in both directions, seven days a week and connect St. Paul and the eastern suburbs with the growing regional transit system.

**The METRO Gold Line is expected to begin service in 2024.**


metrotransit.org/gold-line-project

METRO Gold Line

# METRO Gold Line Bus Rapid Transit

Image shown for illustrative purposes only and is subject to change. Actual station elements may vary.

## AT A GLANCE:

- Will improve access for more than 8,000 daily riders*
- Covers an area with an expected 522,000 residents and 301,000 jobs*
- Serves three Park & Ride lots at Sun Ray Station in St. Paul (new), Helmo Avenue Station in Oakdale (new) and an expanded Woodbury Theatre Park & Ride (existing)
- Stations will feature bike parking, real-time bus schedule (NexTrip) information, on-demand heat, ticket machines for off-board fare purchases and more
- Same fare as light rail or local bus

If you would like to be involved with Gold Line planning, or are interested in hearing more about the project at your meeting or event, please contact goldline@metrotransit.org.

*2040 projections

## PROJECT FUNDERS:

Federal Transit Administration

Transit Improvement

Minnesota

Ramsey County

Washington County

## PROJECT PARTNERS:

Landfall

Oakdale

Woodbury

Saint Paul

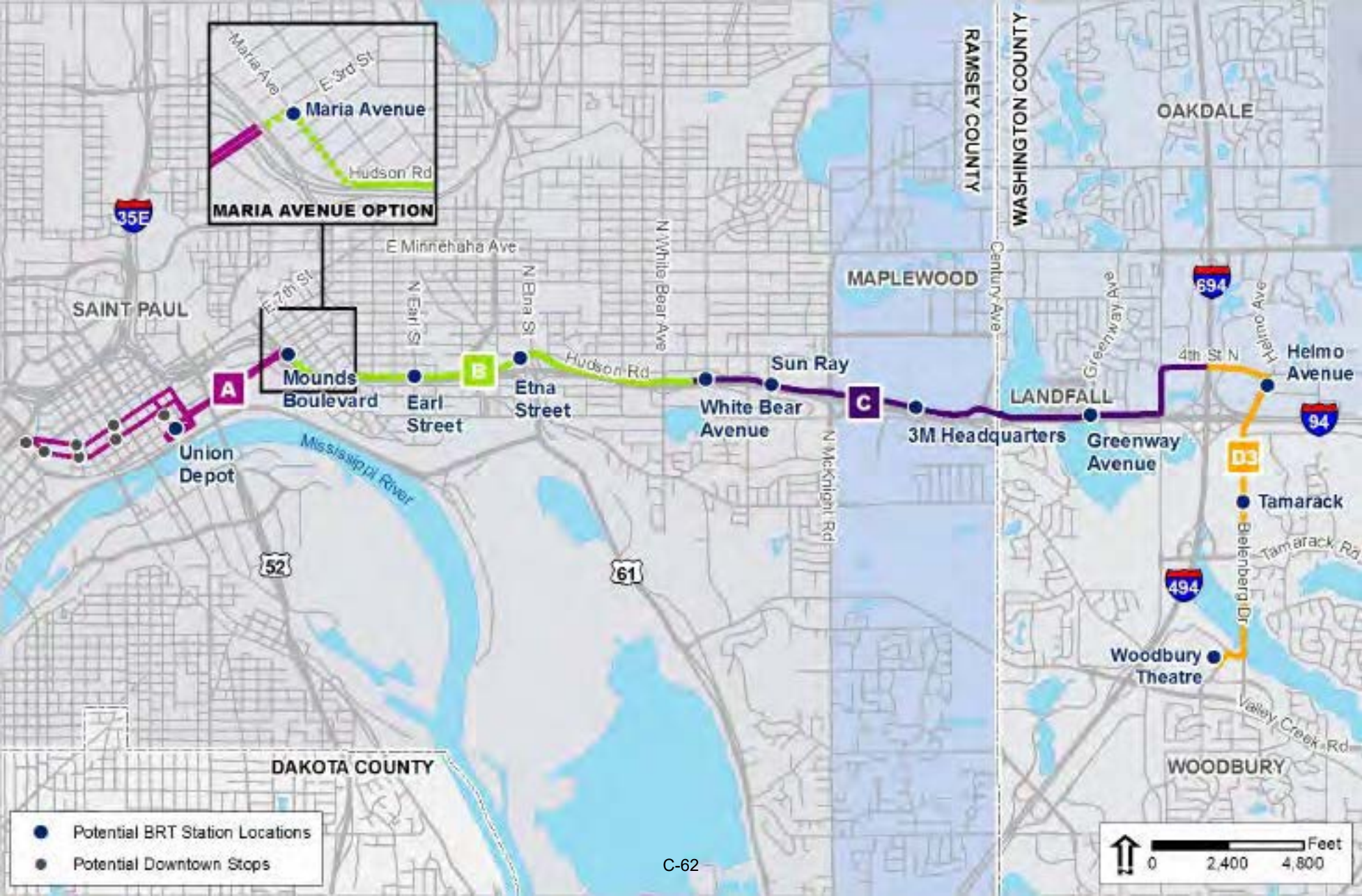
Maplewood

Minnesota Department of Transportation

Metro Transit

metrotransit.org/gold-line-project

METRO Gold Line


MARIA AVENUE OPTION
Maria Ave
E 3rd St
Maria Avenue
Hudson Rd
35E
E Minnehaha Ave
E 7th St
SAINT PAUL
N Earl St
N Etna St
N White Bear Ave
RAMSEY COUNTY
WASHINGTON COUNTY
OAKDALE
MAPLEWOOD
Century Ave
Greenway Ave
694
Helmo Ave
4th St N
Helmo Avenue
94
A
Mounds Boulevard
B
Earl Street
Etna Street
Hudson Rd
Sun Ray
White Bear Avenue
C
3M Headquarters
LANDFALL
Greenway Avenue
D3
Tamarack
Tamarack Rd
Belenberg Dr
494
Woodbury Theatre
Valley Creek Rd
WOODBURY
Union Depot
Mississippi River
52
61
N McKnight Rd
DAKOTA COUNTY
Potential BRT Station Locations
Potential Downtown Stops
Feet
0
2,400
4,800

## Mathis, Gregory (DOT)

**From:** Ed Shukle <eshukle@cityoflandfall.com>
**Sent:** Wednesday, December 27, 2017 5:16 PM
**To:** Mathis, Gregory (DOT)
**Cc:** Leitner, Lyssa
**Subject:** FW: Gold Line consulting party letters
**Attachments:** GtwyBRTconsult_allConsultParties_2015-05-12.pdf; GtwyBRTConcurring parties responses .pdf

Greg,

I apologize for the lack of response from the City of Landfall regarding Section 106 for the Gold Line project. I was new to the city of Landfall in 2015 and was unaware of this request. Please make a note that the city of Landfall is a willing participating consulting party to this project.

Thank you.

Ed Shukle

Ed Shukle
City Administrator/HRA Executive Director
City of Landfall Village
One 4th Avenue
Landfall, MN 55128
651-739-4123 Office
651-702-6067 Fax
612-269-7015 Cell
eshukle@cityoflandfall.com

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**From:** Leitner, Lyssa [mailto:Lyssa.Leitner@metrotransit.org]
**Sent:** Wednesday, December 27, 2017 10:50 AM
**To:** jschmitz@ci.woodbury.mn.us; Ed Shukle
**Subject:** Gold Line consulting party letters

Janelle and Ed,

Back in May 2015, MnDOT sent letters to all of the cities asking if they wanted to be a consulting party to the Section 106 (architectural history) process for the Gold Line. The letters were send to the city administrators for all cities so Ed and Clint should have received them. Landfall and Woodbury never responded.

Since we are starting up the environmental process again, I wanted to reach out to see if Landfall and Woodbury didn't want to be consulting parties or if you just never responded. The attached documents are all the original letters to the cities and counties and the second document are the responses from the other cities. As you an see, a simple email will suffice.

## Mathis, Gregory (DOT)

**From:** Schmitz, Janelle <janelle.schmitz@woodburymn.gov>
**Sent:** Wednesday, December 27, 2017 1:55 PM
**To:** Mathis, Gregory (DOT)
**Cc:** Leitner, Lyssa
**Subject:** FW: Gold Line consulting party letters

Dear Mr. Mathis,

The new locally preferred alignment of the Gold Line goes through more developed parts of Woodbury than the previous alignment. As such, Woodbury would respectfully like to accept the role as a consulting party for the Section 106 part of the environmental review process for the Gold Line. Please include me in any further outreach or correspondence on this topic. My contact information is below.

Thank you.

**Janelle Schmitz**
Assistant Community Development Director
8301 Valley Creek Road | Woodbury, MN 55125
(651) 714-3534 | www.woodburymn.gov

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**From:** Leitner, Lyssa [mailto:Lyssa.Leitner@metrotransit.org]
**Sent:** Wednesday, December 27, 2017 10:50 AM
**To:** Schmitz, Janelle <janelle.schmitz@woodburymn.gov>; eshukle@cityoflandfall.com
**Subject:** Gold Line consulting party letters

Janelle and Ed,

Back in May 2015, MnDOT sent letters to all of the cities asking if they wanted to be a consulting party to the Section 106 (architectural history) process for the Gold Line. The letters were send to the city administrators for all cities so Ed and Clint should have received them. Landfall and Woodbury never responded.

Since we are starting up the environmental process again, I wanted to reach out to see if Landfall and Woodbury didn't want to be consulting parties or if you just never responded. The attached documents are all the original letters to the cities and counties and the second document are the responses from the other cities. As you an see, a simple email will suffice.

Consulting parties can play a large or small role. You will be copied on all correspondence about Section 106 and if there are potentially eligible properties for the national register in your city, you have the opportunity to be more engaged. The letter outlines more information.

Please let me know if you have any questions. If you do NOT want to be a consulting party, let me know so we can stop asking you about it. If you would like to be a consulting party, please respond to Greg Mathis.

## Mathis, Gregory (DOT)

**From:** Jan Lucke <Jan.Lucke@co.washington.mn.us>
**Sent:** Wednesday, January 10, 2018 12:04 PM
**To:** Mathis, Gregory (DOT)
**Cc:** william.wheeler@dot.gov; Elizabeth Breiseth (elizabeth.breiseth@dot.gov); Leitner, Lyssa; Nani Jacobson; Sarah Beimers; Beckwith, Christine
**Subject:** RE: Gold Line Section 106 Invitation to Consult

Greg,

Washington County will participate in Section 106 process as a consulting party. We appreciate the invitation and we remain grateful for the outstanding work you are doing to move the Gold Line project forward. We are fortunate to have you on the team.

Jan

**Jan Lucke** | Planning Division Director
Phone: 651-430-4316 | Fax: 651-430-4350
jan.lucke@co.washington.mn.us

**Washington County Public Works Department**
11660 Myeron Rd North | Stillwater, MN 55082

"Plan, build and maintain a better Washington County"

Washington County

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**From:** Mathis, Gregory (DOT) [mailto:greg.mathis@state.mn.us]
**Sent:** Friday, December 22, 2017 10:50 AM
**To:** Jan Lucke
**Cc:** william.wheeler@dot.gov; Elizabeth Breiseth (elizabeth.breiseth@dot.gov) ; Leitner, Lyssa ; Nani Jacobson ; Sarah Beimers ; Beckwith, Christine
**Subject:** Gold Line Section 106 Invitation to Consult

Hi Jan,

On behalf of FTA, please find attached an invitation to Washington County to participate in the Section 106 (historic properties review) process for Gateway Corridor/Gold Line. I also put a hard copy in the mail.

Per 36 CFR 800, which implements Section 106, representatives of local governments with jurisdiction over the area in which the effects of an undertaking may occur are entitled to participate in the Section 106 process as a consulting party. If you recall, we sent invitations to Ramsey County, as well as cities and HPCs along the alignment back in 2015, but did not send one to Washington County since it was already involved as the project sponsor. Now that the Metropolitan Council has taken over project sponsorship, we are inviting Washington County to participate in the Section 106 process as a consulting party. Please let me know by January 22, 2018 if Washington County wants to participate.

Please feel free to contact me if you have any questions. I am out next week, but am back on January 2nd.

## Mathis, Gregory (DOT)

**From:** Gitzlaff, Andrew J <andrew.gitzlaff@CO.RAMSEY.MN.US>
**Sent:** Thursday, January 18, 2018 8:55 AM
**To:** Mathis, Gregory (DOT)
**Cc:** Rogers, Michael; Leitner, Lyssa; Beckwith, Christine
**Subject:** FW: Gold Line consulting party letters
**Attachments:** GtwyBRTconsult_allConsultParties_2015-05-12.pdf

Hi Greg,

I am writing to indicate that Ramsey County accepts participation in the Section 106 (historic properties) review process for the proposed Gateway Corridor (Gold Line) Bus Rapid Transit Project, SHPO No. 2014-0398 as a consulting party.

Please include me on all future correspondence. I can be reached directly at 651-266-2772 or andrew.gitzlaff@co.ramsey.mn.us

**Andrew J. Gitzlaff, AICP, LEED AP** | Senior Transportation Planner
Ramsey County
Economic Growth and Community Investment Service Team
Transit and Transit Oriented Development |Regional Railroad Authority
651-266-2772

andrew.gitzlaff@co.ramsey.mn.us

www.ramseycounty.us

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**From:** Leitner, Lyssa [mailto:Lyssa.Leitner@metrotransit.org]
**Sent:** Wednesday, January 17, 2018 5:01 PM
**To:** Gitzlaff, Andrew J ; Rogers, Michael
**Subject:** Gold Line consulting party letters

Andy and Mike,

Back in May 2015, MnDOT sent letters to all of the cities and counties asking if they wanted to be a consulting party to the Section 106 process for the Gold Line. The Ramsey County letter was addressed to Kevin. Ramsey County, along with Woodbury and Landfall, never responded.

Since we are starting up the environmental process again, I wanted to reach out to see if Ramsey County didn't want to be consulting party or if you just never responded. The attached documents are all the original letters to the cities and counties and the second document are the responses from the other cities. As you an see, a simple email to Greg Mathis will suffice.

Consulting parties can play a large or small role. You will be copied on all correspondence about Section 106 and if there are potentially eligible properties for the national register in your city, you have the opportunity to be more engaged. The letter outlines more information.

Please let me know if you have any questions. If you do NOT want to be a consulting party, let me know so we can stop asking you about it. If you would like to be a consulting party, please respond to Greg Mathis.

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 30, 2018

Sarah Beimers
Minnesota State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55102

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Phase II Architecture/History Evaluation of the Dayton's Bluff Heritage Preservation District, SHPO #2014-0398; and Metro Transit Bus Stop Improvement Project, Minneapolis-St. Paul Region, Minnesota SHPO #2016-0812

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is writing to continue consultation for the Gateway Corridor (Gold Line) Bus Rapid Transit (BRT) Project (Project) and the Metro Transit Bus Stop Improvement Project (MTBSI).

In a letter dated June 6, 2017 regarding MTBSI, FTA notified your office that a portion of the MTBSI Area of Potential Effect (APE), specifically the APE for Bus Stop 3250, overlapped the Project's architecture/history APE and, therefore, per 36 CRF § 800.4(b)(1), it planned to use the results of the survey it was conducting for the Project to fulfill its obligations to identify historic properties that could be potentially affected by the proposed Bus Stop 3250 improvements. In a subsequent letter dated August 31, 2017, FTA notified your office of its determination that there were no historic properties in the MTBSI Bus Stop 3250 APE, and your office concurred on October 18, 2017. However, because FTA's determination was based on the preliminary results of a Phase II evaluation of the locally designated (City of St. Paul) Dayton's Bluff Heritage Preservation District (DBHPD; RA-SPC-8835), your office requested that the final Phase II report be provided to complete the Section 106 review for Bus Stop 3250.

Due to the large number of architecture/history properties located within the Gold Line BRT Project's APE, per discussions with your office, we are dividing the results of our efforts to identify historic properties that may be potentially affected by the proposed Project into several submittals. This letter transmits for your review and concurrence the results of an architecture/history survey of the portion of the Project's architecture/history APE located within the DBHPD, which includes the final Phase II report requested in your October 12, 2017 letter regarding MTBSI Bus Stop 3250. Forthcoming submittals will include the results of our survey

of the portions of the architecture/history APE located outside of the DBHPD and an archaeological assessment of the Project's archaeological APE.

Please find enclosed a survey report prepared by Landscape Research in 2017 documenting the results of a Phase II evaluation of the DBHPD and the inventory forms for properties in the DBHPD that were surveyed as part of that evaluation. Although only a portion of the local heritage preservation district is within Project's architecture/history APE, in order to determine if the DBHPD or any portion(s) of it within the Project's APE (190 properties) are eligible for inclusion in the National Register of Historic Places (NRHP), all 534 properties in the local heritage preservation district were documented.

Based on the results of the Phase II evaluation (inventory form attached), the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU), under delegation of authority from FTA, found that the DPHPD possesses significance under NRHP Criterion A in the areas of Community Planning and Development and Social History and under Criterion C in the area of Architecture. However, the majority of buildings in the DBHPD possess fair or poor integrity. Therefore, MnDOT CRU found that the DBHPD lacks sufficient historic integrity to convey its significance. Based on MnDOT CRU's findings, FTA has determined that the DBHPD, with its existing or revised boundaries, is not eligible for the NRHP as a historic district.

Of the 534 individual properties located in the DBHPD:

- A total of 190 properties are located within the Project's architecture/history APE. All of these properties were evaluated to determine if they were potentially individually eligible for inclusion in the NRHP. Of these, MnDOT CRU found, and FTA has determined that:
  - Two (2) are listed in the NRHP (inventory forms not attached):
    - Schornstein Grocery and Saloon (RA-SPC-5087; NRHP 1984), 707 Wilson Avenue and 223 Bates Avenue; and
    - Euclid View Flats (RA-SPC-0280; NRHP 2014), 234–38 Bates Avenue.

    We have determined that both properties retain sufficient integrity to convey their significance, and, therefore, are still eligible for inclusion in the NRHP.
  - Seven (7) properties are potentially individually eligible for inclusion in the NRHP:
    - Service Station (RA-SPC-2284), 847 Hudson Road (inventory form not attached). This property fronts the Project alignment; therefore, we are proceeding with a Phase II evaluation of this property to determine its eligibility for the NRHP and will submit the results to your office for concurrence once the study is completed.
    - We have determined that the following six (6) properties (inventory forms attached) are potentially eligible for inclusion in the NRHP and request your concurrence. These properties are in areas that could be potentially less impacted or even removed from the APE as a result of possible design refinements under consideration by the Project. Once we have a better

understanding of whether the design refinements are feasible, we will determine if additional evaluation of these properties is required to determine their eligibility for inclusion in the NRHP.

- S. Kaese House and McLean School (RA-SPC-2439), 695 Conway Street;
- Peter Bott House and Garage (RA-SPC-2040), 326 Maria Avenue;
- Charles W. Weber House (RA-SPC-2481 and 5204), 661 East 3rd Street;
- Frederick Reinecker House #1 (RA-SPC-5208 and 2491), 702 East 3rd Street;
- Frederick Reinecker House #2 (RA-SPC-5207 and 2490), 700 East 3rd Street; and
- Tandy Row (RA-SPC-2619 and 5232), 668–674 East 4th Street.

- The remaining 181 properties in the Project's architecture/history APE (inventory forms attached) are not individually eligible for inclusion in the NRHP due to a lack of historic significance and/or a loss of integrity, or because they are not of sufficient age to meet NRHP requirements for eligibility.

- A total of 344 properties are located outside of the Project's architecture/history APE. Of these, we identified:
  - One (1) property that is listed in the NRHP: Adolph Muench (Munch) House (RA-SPC-2694), 653 East 5th Street (inventory form not attached);
  - 28 properties that appear to be potentially individually eligible for inclusion in the NRHP (inventory forms attached):
    - John Allenson House (RA-SPC-0289), 635 Bates Avenue;
    - August Heidel House (RA-SPC-1623), 627 Greenbrier Street;
    - Louis and Louise Korfhage / Dr. James Sloan House (RA-SPC-2049), 358 Maria Avenue;
    - Rebecca Davis House (RA-SPC-2051), 360 Maria Avenue;
    - Schoch Building (RA-SPC-2057), 374 Maria Avenue;
    - First Swedish Evangelical Lutheran Church (RA-SPC-2061), 464 Maria Avenue;
    - Binder Flats (RA-SPC-2091 and 0285), 296 Bates Avenue;
    - Max Toltz House (RA-SPC-2104), 352 Bates Avenue;
    - Schnittger Spec or Rental House (RA-SPC-2145), 629 Greenbrier Street;
    - Maria Scheffer House (RA-SPC-2162), 410 Maple Street;
    - Martinus Wick House (RA-SPC-2169), 280 Maple Street;
    - Alfred Scheffer House (RA-SPC-2199), 390 Maple Street;
    - Syver Hagen House #2 (RA-SPC-2512 and 5212), 761 East 3rd Street;

- St. Peter's Protestant Episcopal Church (RA-SPC-2653 and 5238), 758 East 4th Street;
- Edwin Mahle House (RA-SPC-2700), 667 East 5th Street;
- Pasel Double House (RA-SPC-2721), 406 Maple Street;
- Arthur & Elsa Koenig House (RA-SPC-2779), 757 East 6th Street;
- Michael Walter House (RA-SPC-2787), 770 East 6th Street;
- Northwestern Cigar Factory (RA-SPC-2822), 725 East 7th Street;
- Commercial Building (RA-SPC-2830), 762 East 7th Street;
- Cavender-Heck House (RA-SPC-2855), 613 North Street;
- Henry & Hilda Defiel House (RA-SPC-2875), 732 Margaret Street;
- Charles Chase (RA-SPC-2933), House 410 Eichenwald Street;
- John A. Seeger House (RA-SPC-5255 and 2695), 657 East 5th Street;
- Seeger Flats (RA-SPC-5256 and 2697), 661–663 East 5th Street;
- W. F. Stutzman Building (RA-SPC-5379), 727 East 7th Street;
- Eichenwald Row (RA-SPC-6213), 393–399 Eichenwald Street; and
- Peter and Louisa Hamm John House (RA-SPC-6216), 373 Maple Street;

- 315 properties (inventory forms attached) that do not appear to be individually eligible for inclusion in the NRHP due to a lack of historic significance and/or a loss of integrity, or because they are not of sufficient age to meet NRHP requirements for eligibility. Please note that one of these properties (RA-SPC-2157, 191 Maple Street) is identified in Appendix A of the report as having "good" integrity, an assessment accurate at the time of the field survey. However, after the survey's completion, the house on this property was demolished due to a fire. We recently learned of this fact and updated the inventory form for this property to denote that it was razed, but did not update the report since it does not change any of our eligibility determinations.

Please note that while FTA, with assistance from MnDOT CRU, evaluated the entire DBHPD to determine its eligibility for the NRHP as a historic district, we have not fully evaluated the 344 properties within the local heritage preservation district outside of the Project APE to determine their individual eligibility for the NRHP. However, since some level of analysis was required to inform the Phase II evaluation of the district, we are providing our results for your benefit.

***In closing, we request concurrence with our National Register eligibility determinations within thirty (30) calendars days of this letter, which is March 1, 2018***. We also look forward to continuing to consult with your office as we complete additional survey work within the Project's APE to identify and evaluate historic properties for the NRHP that may be potentially affected by the proposed Project.

Sincerely,

Jay M. Ciavarella
Director, Office of Planning and Program Development

Enclosures: *Dayton's Bluff Heritage Preservation District Phase II National Register Evaluation Final Report* (Landscape Research LLC, 2017)
Phase II Inventory Form for the DBHPD (1 total)
Phase I Inventory Forms for Potentially Eligible Properties in the Project APE (6 total)
Phase I Inventory Forms for Not Eligible Properties in the Project APE (181 total)
Phase I Inventory Forms for Potentially Eligible Properties Outside the Project APE (28 total)
Phase I Inventory Forms for Not Eligible Properties Outside the Project APE (315 total)

cc (via email): Bill Wheeler, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith, Gold Line Project Office
Lyssa Leitner, Gold Line Project Office
Paul Lamb, Metro Transit
Jan Lucke, Washington County
Andy Gitzlaff, Ramsey County
Ed Shukle, City of Landfall Village
Michael Thompson, City of Maplewood
Bob Streetar, City of Oakdale
Christine Boulware, City of Saint Paul
Janelle Schmitz, City of Woodbury

U.S. Department
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**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)

February 22, 2018

Sarah Beimers
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55102

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Phase I and II Architecture/History Survey of Areas Outside the Dayton's Bluff Heritage Preservation District, SHPO #2014-0398

Dear Ms. Beimers:

The Federal Transit Administration (FTA) is writing to continue consultation for the Gateway Corridor (Gold Line) Bus Rapid Transit (BRT) Project (Project).

As we noted in our January 30, 2018 letter, per your request, we are dividing the results of our efforts to identify historic properties that may be potentially affected by the proposed Project into several submittals. This letter transmits for your review and concurrence the results of a Phase I and II architecture/history survey of the portions of the Project's architecture/history Area of Potential Effect (APE) located outside of the locally designated (City of St. Paul) Dayton's Bluff Heritage Preservation District (DBHPD) (see FTA's January 30, 2018 submittal for the results of our survey of the DBHPD). Other submittals will include the results of an assessment of the Project's archaeological APE and a Phase II evaluation for the 3M Center (RA-MWC-0010) in Maplewood (see below).

Please find enclosed a survey report prepared by Kimley-Horn Associates in March 2017 documenting the results of a Phase I and II survey of the portions of the Project's architecture/history APE outside of the DBHPD and inventory forms for the surveyed properties. Also attached is a supplemental integrity assessment for Johnson Parkway (RA-SPC-5685 and RA-SPC-8497) prepared by Mead & Hunt in October 2017 to address changes to this property after the original survey was completed.

As you review the Phase I and II report, please note the following:

- The architecture/history APE described in the report and depicted in Figure 1 for areas east of Interstate 694/494 (I-694/494) differs from the APE we defined for the Project on December 21, 2015 (the current APE limits, with which your office concurred on January 22, 2016, are included in Appendix A of the attached report).

As noted in the report, when we defined the APE, the Locally Preferred Alternative (LPA) was an approximately 12-mile-long BRT line beginning at the St. Paul Union Deport and generally paralleling I-94 to Manning Avenue in Woodbury. On December 8, 2016, Washington County, the local project sponsor at the time, revised the LPA to follow a new alignment east of I-694/494. Instead of paralleling I-94 all the way to Manning Avenue, the revised LPA turns south shortly after crossing I-694/494, then crosses over I-94 and extends south along Bielenberg Drive to the Tamarac Village Shopping Center in Woodbury, resulting in an approximately 9-mile-long BRT line. We are in the process of revising the Project's archaeological and architecture/history APEs to reflect the revised LPA, as well as some potential design refinements being considered by the Project, and will submit them to your office for concurrence. Therefore, for the purpose of your current review, please consider the APE depicted in Figure 1 to be the survey area covered by the report. If any areas not covered by the report are added to the architecture/history APE, we will survey these areas to determine if they include any historic properties that could be potentially affected by the Project and submit the results to your office for concurrence.

- The report states that the architecture/history survey identified 572 properties that were 45 years in age or older within the Project's APE, but outside of the DBHPD. However, we have determined that three (3) of these properties are actually within the DBHPD and were, therefore, accounted for/included as part of our January 30, 2018 submittal. These properties include two (2) that are listed in the National Register of Historic Places (NRHP) and one (1) newly identified property (inventory forms not attached):
    - Schornstein Grocery and Saloon (RA-SPC-5087; NRHP 1984), 707 Wilson Avenue and 223 Bates Avenue, St. Paul;
    - Euclid View Flats (RA-SPC-0280; NRHP 2014), 234–38 Bates Avenue, St. Paul; and
    - Dayton's Bluff Heritage Preservation District (RA-SPC-8835), n/a Mounds Boulevard and Hudson Road, St. Paul. Please note, this property is referred to as the Dayton's Bluff Historic District in the attached report.

  We have also determined that one (1) property, Hudson Road, which is a linear resource, was counted twice (identified as XX-RRD-039 [entire road] and RA-SPC-5841 [segment in St. Paul]). Both inventory forms are attached.

Based on the results of the Phase I and II survey, of the 569 properties that were identified in the Project's architecture/history APE, but outside the boundaries of the DBHPD, the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU), under delegation of authority, found, and FTA has determined that:

- Seven (7) properties are listed in the NRHP (inventory forms not attached):
    - Lowertown Historic District (no inventory number on file; NRHP 1983), roughly bounded by Shepard Road and Kellogg Boulevard, Broadway Street, 7th Street, and Sibley Street, St. Paul;

- Giesen-Hauser House/Peter & Mary Giesen House (RA-SPC-4693; NRHP 1983), 827 Mound Street, St. Paul;
- Saint Paul Union Depot (RA-SPC-5225; NRHP 1974), 214 4th Street, St. Paul;
- Union Depot Historic District (also known as Union Depot Elevated Rail Yards) (RA-SPC-6907; NRHP 2014 [Saint Paul Union Depot boundary increase]), roughly bounded by Shepard Road, Wacouta Street, 4th Street, and Sibley Street, St. Paul;
- Saint Paul Public Library / James J. Hill Reference Library (RA-SPC-5245; NRHP 1975), 80–90 West 4th Street, St. Paul;
- U.S. Post Office, Courthouse and Customs House (Landmark Center) (RA-SPC-5266; NRHP 1969), 75 West 5th Street, St. Paul; and
- Mickey's Diner (RA-SPC-5421; NRHP 1983), 36 West 9th Street, St. Paul.

We have determined that all of these properties retain sufficient integrity to convey their significance and are therefore still eligible for inclusion in the NRHP.

- Three (3) properties have been previously determined as eligible for inclusion in the NRHP (inventory forms not attached):
  - Urban Renewal Historic District (no inventory number on file), roughly bounded by Kellogg Boulevard, Jackson Street, 6th Street, and Wabasha Street, St. Paul;
  - Saint Paul Athletic Club (RA-SPC-0550), 340 Cedar Street, St. Paul; and
  - First National Bank (RA-SPC-4645), 332 Minnesota Street, St. Paul.

  We have determined that all of these properties retain sufficient integrity to convey their significance and are still eligible for inclusion in the NRHP.
- One (1) property has been previously certified as eligible for inclusion in the NRHP by the Keeper of the National Register:
  - Rice Park Historic District (no inventory number on file), includes five properties located immediately adjacent to Rice Park, St. Paul (inventory form not included). In 1979, the Keeper of the National Register determined that this property is eligible for the NRHP. Given the age of the documentation associated with this determination of eligibility, it does not meet current standards. However, the Project is evaluating possible design refinements that could potentially minimize any potential effects of the Project on this property. Once we have a better understanding of whether the design refinements are feasible, we will determine if additional evaluation or documentation of this property is required to determine if it is still eligible for inclusion in the NRHP and/or to assess effects.
- Two (2) newly identified properties are eligible for inclusion in the NRHP (inventory forms attached):
  - Saint Paul Hotel (RA-SPC-3493), 350 North Market Street, St. Paul: We have determined that this property is eligible for inclusion in the NRHP under Criterion A in the area of Commerce within the historic context "Downtown Saint Paul, 1849–1975" as a significant local landmark and contributor to the local economy

within the period 1909–1966, and under Criterion C in the in the area of Architecture as a distinctive example of the Renaissance Revival style, and as the work of a master for its association with the architectural firm of Reed and Stem.

  - Grace Lutheran Church (RA-SPC-8465), 1730 Old Hudson Road, St. Paul: We have determined that this property is eligible for inclusion in the NRHP under Criterion C, in the area of Architecture within the historic context "Mid-Century Modern Ecclesiastical Architecture in Minnesota," as a distinctive example of a Mid-Century Modern church in Saint Paul within the period 1959–1961, which corresponds with the construction of the church.

- One (1) property is potentially eligible for inclusion in the NRHP (inventory form not attached):
  - 3M Center (RA-MWC-0010), 2301 McKnight Rd., Maplewood: FTA, with assistance from MnDOT CRU, is currently completing a Phase II evaluation of this property to determine if it is eligible for inclusion in the NRHP. Once we complete the evaluation, we will submit the results to your office for concurrence.
- 555 properties are not individually eligible for inclusion in the NRHP due to a lack of historic significance and/or a loss of integrity (inventory forms attached). Of these, two were evaluated at a Phase II level:
  - Johnson Parkway (RA-SPC-5685 [inventory number used in previous reports] and RA-SPC-8497), Johnson Parkway, St. Paul: This property is significant under NRHP Criterion A in the areas of Entertainment/Recreation and Community Planning and Development, within the historic context "Development of the North Portion of the Saint Paul Parkway System, 1872–1945," for its association with the development of the north portion of Saint Paul's Parkway System, and also under Criterion C in the area of Architecture as a designed historic landscape for its historical association with the City Beautiful movement. However, based on the supplemental integrity assessment completed by Mead & Hunt, MnDOT CRU found and FTA determined that this property no longer retains sufficient historic integrity to convey its significance under either Criterion A or C.
  - Sun Ray Shopping Center (RA-SPC-8466), 2197 Hudson Road, St. Paul: This property possesses local significance under NRHP Criterion A in the area of Commerce within the historic contexts "Mid-Twentieth Century Shopping Malls" and "Neighborhood Commercial Centers, 1874–1960"; however, the complex no longer retains sufficient integrity to convey this significance due to substantial physical alterations that occurred after the period of significance.

***In closing, FTA requests concurrence with our National Register eligibility determinations within thirty (30) calendar days of this letter, which is March 24, 2018***. We also look forward to continuing consultation with your office as additional survey work is completed within the APE to identify and evaluate historic properties for the NRHP that may be potentially affected by the proposed Project.

Sincerely,

Jay M. Ciavarella
Director, Office of Planning and Program Development

Enclosures: *Revised Phase I and II Architecture/History Investigation for the Gateway Corridor, Ramsey and Washington Counties, Minnesota* (Kimley Horn Associates, 2017)
Integrity Assessment: Johnson Parkway, St. Paul, Minnesota (Mead & Hunt, Inc., 2017)
Phase II Inventory Forms

- Eligible Properties (2 total)
- Not Eligible Properties (2 total)

Phase I Inventory Forms for Not Eligible Properties (553 total)

cc (via email): Reggie Arkell, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith, Gold Line Project Office
Lyssa Leitner, Gold Line Project Office
Andy Gitzlaff, Ramsey County
Jan Lucke, Washington County
Ed Shukle, City of Landfall Village
Steve Love, City of Maplewood
Bob Streetar, City of Oakdale
Christine Boulware, City of Saint Paul
Janelle Schmitz, City of Woodbury

**STATE HISTORIC PRESERVATION OFFICE**

March 2, 2018

Mr. Jay Ciavarella
Federal Transit Administration
Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project
National Register Evaluation of the Dayton's Bluff Heritage Preservation District
Ramsey and Washington Counties
SHPO Number: 2014-0398

Dear Mr. Ciaverella:

Thank you for continuing consultation on the above project. Information received in our office on 30 January 2018 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 Part 800.

We previously provided comments on this project in a letter dated 22 January 2016 agreeing that your agency's determination of the area of potential effects (APE) for this undertaking was appropriate. Since the APE was determined based on preliminary project plans, we understand that your agency will continue to reevaluate the APE as design development proceeds with the understanding that, as the project design is further refined, it may be necessary to reevaluate the current determination.

We have reviewed the documentation included with your January 30, 2018 letter, a submittal which included the final report entitled *Dayton's Bluff Heritage Preservation District Phase II National Register Historic District Evaluation* (2017, Landscape Research) and the associated 534 inventory forms. Our comments are provided below.

Last fall, as requested by the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT-CRU), our office previously reviewed a draft of the above referenced Phase II evaluation report and concurred with the MnDOT-CRU's determination that the **Dayton's Bluff Heritage Preservation District** (DBHPD) is **not eligible** for listing in the National Register of Historic Places (NRHP) as a historic district (see email dated 20 October 2017 from Sarah Beimers). Based upon information provided to our office at this time with your agency's formal determination of ineligibility, we now provide formal concurrence that the Dayton's Bluff Heritage Preservation District is not eligible for listing in the NRHP.

Of the 534 properties that are located within the ineligible Dayton's Bluff Heritage Preservation District (DBHPD):

- A total of 192 (by our count) are located within this undertaking's APE. All of these properties within the APE were also evaluated to determine if they were individually eligible for listing in the NRHP. Of these, your agency has determined:

- Two (2) historic properties are already listed in the NRHP and are located within the APE. These include the **Schornstein Grocery and Saloon** and **Euclid View Flats.**
- Six (6) additional properties were determined as *potentially eligible* for listing in the NRHP: **S. Kaese House and McLean School (RA-SPC-2439), Peter Bott House and Garage (RA-SPC-2040), Charles W. Weber House (RA-SPC-2481 and RA-SPC-5204), Frederick Reinecker House #1 (RA-SPC-5208 and RA-SPC-2491), Frederick Reinecker House #2 (RA-SPC-5207 and RA-SPC-2490)** and **Tandy Row (RA-SPC-2619 and 5232).** We agree that these 6 properties listed above are *potentially eligible* for listing in the NRHP and warrant additional evaluation in order to confirm eligibility. It is our understanding that your agency is considering potential effects to these properties as design development for the undertaking proceeds and your agency will complete full NRHP evaluations for these properties if they remain within the APE. Alternatively, your agency may determine that full NRHP evaluations are not warranted due to potential lesser effects from the undertaking.
- An additional property, **Service Station (RA-SPC-2284)** has also been identified as *potentially eligible* for listing in the NRHP. We agree with this preliminary determination and look forward to reviewing the results of the Phase II evaluation of this property as it becomes available.
- Your agency has determined that the remaining 183 properties located within the project's APE are **not eligible** for listing in the NRHP and our office concurs with this determination.

As stated in your letter, your agency evaluated the entire Dayton's Bluff Heritage Preservation District to determine its eligibility for listing in the NRHP, but has not fully evaluated each property to determine their potential individual eligibility. The 342 properties located within the district that are located outside the APE for this project have not been fully evaluated. Although your agency identified an additional 28 properties within the district that are potentially individually eligible for listing in the NRHP and identified 313 properties that do not appear to be individually eligible for listing in the NRHP, our office does not consider these properties fully evaluated. Therefore, we will incorporate the inventory forms for these properties into our statewide inventory files, but will consider them unevaluated.

We look forward to continuing consultation with your agency as additional survey work is completed and as the project plans proceed. Please contact me at (651) 201-3290 or sarah.beimers@state.mn.us with any question our review.

Sincerely,

Sarah J. Beimers
Environmental Review Manager

cc: Greg Mathis, MnDOT Cultural Resources Unit

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
312-353-2789
312-886-0351 (fax)

March 15, 2018

Sarah Beimers
State Historic Preservation Office
Administration Building #203
50 Sherburn Ave.
St. Paul, MN 55155-1402

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Phase II Architecture/History Evaluation of 3M Center, SHPO #2014-0398

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is writing to continue consultation for the Gateway Corridor (Gold Line) Bus Rapid Transit Project (Project).

As we noted in our January 30, 2018 letter, per your request we are breaking up the results of our efforts to identify historic properties that may be potentially affected by the proposed Project into several submittals. This current submittal includes the results of a Phase II evaluation of 3M Center (RA-MWC-0010), located at 2301 McKnight Road, Maplewood, Washington County, Minnesota.

Enclosed please find a Minnesota Multiple Property Inventory Form for 3M Center, which documents the results of our Phase II evaluation of this property. Based on the results of the evaluation, the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU), under delegation of authority from FTA, found that the 3M Center is eligible for inclusion in the National Register of Historic Places (NRHP). As the chief research facility and corporate headquarters of the internationally important 3M Company as it continued to grow and innovate in the postwar period, MnDOT CRU found that the 3M Center is significant under Criterion A in the areas of Commerce and Invention for its nationally significant contributions to the development of a wide range of consumer and industrial product areas, including adhesives, optical products, films, nonwoven materials, medical supplies, and a variety of advanced materials. The period of significance for the historic district begins in 1954 with the construction of the first building on the campus and continues through 1975 to include the completion of the third and most substantial building campaign on the campus. Based on MnDOT CRU's findings, FTA has determined that the 3M Center, with the boundaries described and depicted in the attached inventory form, is eligible for inclusion in the NRHP as a historic district.

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Phase II Architecture/History Evaluation of 3M Center, SHPO #2014-0398

***In closing, we request concurrence with our National Register eligibility determination within thirty (30) calendars days of this letter, which is April 14, 2018.*** We also look forward to continuing consultation with your office as we begin to assess effects of the Project on historic properties within the Project's APE.

Sincerely,

FOR Jay M. Ciavarella
Director, Office of Planning and Program Development

Enclosures: Phase II Minnesota Multiple Property Inventory Form for 3M Center (RA-MWC-0010), March 2018 (1 total)

cc (via email): Reggie Arkell, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith, Gold Line Project Office
Lyssa Leitner, Gold Line Project Office
Jan Lucke, Washington County
Andy Gitzlaff, Ramsey County
Ed Shukle, City of Landfall Village
Steve Love, City of Maplewood
Bob Streetar, City of Oakdale
Christine Boulware, Saint Paul HPC
Janelle Schmitz, City of Woodbury

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
312-353-2789
312-886-0351 (fax)

March 28, 2018

Sarah Beimers
State Historic Preservation Office
Administration Building #203
50 Sherburn Ave.
St. Paul, MN 55155-1402

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Phase Ia and II Archaeological Assessment, SHPO #2014-0398

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is writing to continue consultation for the Gateway Corridor (Gold Line) Bus Rapid Transit Project (Project).

As we noted in our January 30, 2018 letter, per your request, we are separating the results of our efforts to identify historic properties that may be potentially affected by the proposed Project into several submittals. This current submittal includes the results of a Phase Ia archaeological assessment of the Project's alignment, as revised in December 2016.

Please find enclosed a survey report prepared by Kimley-Horn Associates in March 2017 documenting the results of the Phase Ia archaeological survey conducted for the Project. The report documents previously recorded sites within one mile (1.6 kilometers [km]) of the Project alignment, identifies surveys previously conducted within the area assessed by the report, and provides an assessment of historical maps, aerial photographs and other documents, including the results of a Mn/MODEL analysis conducted by the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) in January 2017 of the area covered by the report. Although no field survey was conducted, the assessment did not identify any previously identified archaeological sites within the area assessed, nor did it identify any areas of high archaeological potential for either pre-contact or post contact significant and intact archaeological resources to exist.

Under delegation from FTA, archaeologists from MnDOT CRU who meet the *Secretary of the Interior's Professional Qualification Standards* (36 CFR 61) for archaeology reviewed the report and determined that, for the assessment area, there are no known National Register eligible archaeological resources and there is low potential for the existence of any significant unknown archaeological resources. FTA agrees with and has adopted MnDOT CRU's findings.

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Phase Ia and II Archaeological Assessment, SHPO #2014-0398

As you review the enclosed report, please note that the Archaeological APE described in the report and depicted in Appendix C for areas east of Interstate 694/494 (I-694/494) differs from the APE we defined for the Project in December 2015 (see Appendix A of the attached report or our December 21, 2015 submittal). As is noted in the report, when we defined the APE, the Locally Preferred Alternative (LPA) was an approximately 12-mile long Bus Rapid Transit (BRT) line beginning at the St. Paul Union Deport and generally paralleling I-94 to Manning Avenue in Woodbury. On December 8, 2016, the local project sponsor, at the time, Washington County, revised the LPA to follow a new alignment east of I-694/494. Instead of paralleling I-94 all the way to Manning Avenue, the revised LPA now turns south at Helmo Avenue (just east of I-694/494), crossing over I-94 and then extending south along Bielenberg Drive to the Tamarac Village Shopping Center in Woodbury, resulting in an approximately 9-mile long BRT line. We are in the process of revising the Project's archaeological and architecture/history APEs to reflect the revised LPA and will submit them to your office for concurrence. Therefore, for the purpose of your current review, please consider the APE depicted in Figure 1 of the report to be the assessment area covered by the report. Similarly, any reference in the report to the areas included in the Archaeological APE for areas west of the intersection of Helmo Avenue and 4th Street North are correct, but for areas east/south of this intersection, what is described as the APE is actually just the assessment area documented by the report. If any areas not covered by the report are added to the Archaeological APE, we will survey these areas to determine if they include any historic properties that could be potentially affected by the Project and submit the results to your office for concurrence.

***In closing, we request concurrence with our National Register eligibility determinations within thirty (30) calendars days of this letter, which is April 27, 2018.***

Sincerely,

Jay M. Ciavarella
Director, Office of Planning and Program Development

Enclosures: *Revised Phase Ia Archaeological Assessment for the Gateway Corridor Project, Ramsey and Washington Counties, Minnesota (Kimley-Horn Associates, 2017)*

cc (via email): Reggie Arkell, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith, Gold Line Project Office
Lyssa Leitner, Gold Line Project Office
Andy Gitzlaff, Ramsey County
Jan Lucke, Washington County

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Phase Ia and II Archaeological Assessment, SHPO #2014-0398

Ed Shukle, City of Landfall Village
Steve Love, City of Maplewood
Bob Streetar, City of Oakdale
Christine Boulware, City of Saint Paul
Janelle Schmitz, City of Woodbury

April 3, 2018

Mr. Jay Ciavarella
Federal Transit Administration
Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project
Phase I and II Architecture History Survey of Areas Outside the Dayton's Bluff Heritage Preservation District
Ramsey and Washington Counties
SHPO Number: 2014-0398

Dear Mr. Ciaverella,

Thank you for continuing consultation on the above project. Information received in our office on 26 February 2018 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966, as amended, and implementing federal regulations at 36 CFR Part 800.

We last provided comments on this project in a letter dated 2 March 2018 regarding the 192 properties that are located within the area of potential effects (APE) for the undertaking and within the area of the Dayton's Bluff Heritage Preservation District (DBHPD) in the City of St. Paul. Two (2) of the properties identified in this earlier survey are already listed in the National Register of Historic Places (NRHP), the **Schornstein Grocery and Saloon** and the **Euclid View Flats**. Also, we provided concurrence with your agency's determination that, although the DBHPD is not eligible for listing in the National Register of Historic Places (NRHP) as a historic district, there are seven (7) historic properties located within the district boundary that are potentially individually eligible for listing in the NRHP and therefore warrant additional survey and evaluation. These properties are: the **Kaese House and McLean School, the Peter Bott House and Garage, the Charles W. Weber House, the Frederick Reinecker House #1, the Frederick Reinecker House #2, Tandy Row,** and the **Service Station** located at 847 Hudson Road**.** We also agreed that the remaining 183 properties located within the project APE and within the boundaries of the DBHPD are not eligible for listing in the NRHP and no further survey work is warranted for these properties.

We have completed a review of your submittal dated February 22, 2018 which included a cover letter with your agency's NRHP eligibility determinations in regards to identification of architecture/history properties for areas outside the DBHPD and supporting documentation for these determinations in the form of the report entitled *Revised Phase I and II Architecture/History Investigation for the Gateway Corridor, Ramsey and Washington Counties, Minnesota* (Kimley Horn, March 2017, Errata February 2018) and the associated inventory forms. Our comments are provided below.

Thank you for providing a summary narrative update and corresponding graphics related to your agency's currently defined Area of Potential Effects (APE) for the undertaking.

Of the 569 architecture/history properties surveyed within the area of potential effects (APE) for which documentation has been provided to our office in this submittal and for purposes of the Section 106 review for the proposed undertaking outside the boundaries of the Dayton's Bluff Heritage Preservation District (DBHPD), our comments are, as follows:

- Seven (7) historic properties were identified which are already listed in the NRHP. These include the **Lowertown Historic District, the Giesen-Hauser House/Peter & Mary Giesen House, the Saint Paul Union Depot, the Union Depot Historic District (Union Depot Elevated Rail Yards), the Saint Paul Public Library/James J. Hill Reference Library, the U.S. Post Office, Courthouse and Customs House,** and **Mickey's Diner.**
- Three (3) historic properties have been determined eligible for listing in the NRHP through previous Section 106 review: **the Urban Renewal Historic District, the Saint Paul Athletic Club** and **First National Bank.** It is important to note that our office does not consider the **Urban Renewal Historic District** documentation included in our inventory records as meeting current standards for identification and evaluation. Your agency may wish to reconsider whether the level of documentation currently available for this district will be sufficient for purposes of completing the Section 106 review for this undertaking, especially as it pertains to assessment of potential effects to the historic district.
- One (1) historic property was certified as eligible for listing in the NRHP in 1979 by the Keeper of the National Register of Historic Places. This historic property is the **Rice Park Historic District.** We agree that a re-evaluation of this historic property is warranted due to the earlier evaluation not meeting current standards. We also understand by your letter that this re-evaluation will be completed, if necessary, following additional analysis of alternatives to design which would minimize potential effects to this historic property.
- Two (2) historic properties were evaluated as part of the recent survey and determined to be eligible for listing in the NRHP: **the Saint Paul Hotel** and **Grace Lutheran Church.** We concur with your agency's determination that these properties are **eligible** for listing in the NRHP. The **Saint Paul Hotel** is eligible under NRHP Criterion A in the area of Commerce with a Period of Significance of 1909-1966, and under Criterion C in the area of Architecture. **Grace Lutheran Church** is eligible under NRHP Criterion C in the area of Architecture with a Period of Significance of 1959-1961.
- The **3M Center** was also identified as being potentially eligible for listing in the NRHP. The Phase II evaluation for this property is under review by our office at the time of this letter. We will provide our comments regarding this property under separate cover.
- Two (2) properties were evaluated and determined by your agency to be *not eligible* for listing in the NRHP. These properties are **Johnson Parkway** and **Sun Ray Shopping Center**. We concur with your agency's determination that **Sun Ray Shopping Center** is **not eligible** for listing in the NRHP, but we do not concur with your agency's determination that **Johnson Parkway** is not eligible for listing in the NRHP. Our office believes that, although some segments of the parkway (on the north end, for example) have been altered, the overall integrity of the entire parkway is still sufficiently high enough that the property is considered **eligible** for listing in the NRHP under both Criterion A in the areas of Entertainment/Recreation and Community Planning and Development as well as Criterion C in the area of Design. We recommend continuing

consultation with our office regarding this disagreement with the NRHP eligibility status for Johnson Parkway.

- As documented in the survey report and inventory forms, the remaining 553 properties which were surveyed were evaluated as being **not eligible** for listing in the NRHP and we concur with your agency's determination regarding these properties.

We look forward to continuing consultation with your agency as additional survey work is completed and as the project plans proceed. Please contact me at (651) 201-3290 or sarah.beimers@state.mn.us with any questions regarding our review.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

*cc via email only:*

Reggie Arkell, Federal Transit Administration
Greg Mathis, MnDOT Cultural Resources Unit

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

April 13, 2018

Mr. Jay Ciavarella
Federal Transit Administration
Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project
Ramsey and Washington Counties
SHPO Number: 2014-0398

Dear Mr. Ciaverella,

Thank you for continuing consultation on the above project. Information received in our office on 16 March 2018 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966, as amended, and implementing federal regulations at 36 CFR Part 800.

It is our understanding that this recent submittal follows preferred review procedures of the results of identification of historic properties efforts for this undertaking as outlined in your January 30, 2018 letter to our office.

We have completed a review of your letter dated March 15, 2018, a submittal which included the *Minnesota Multiple Property Inventory Form*, considered the Phase II evaluation, for the 3M Center Historic District (RA-MWC-0010), located at 2301 McKnight Road in Maplewood, Ramsey County. While this historic property evaluation does not fully conform with our state's historic and architectural survey guidelines, primarily as it relates to the completion of individual inventory forms for properties within the historic district, it is our opinion that the evaluation meets the "reasonable and good faith effort" per 36 CFR 800.4(b)(1) and also conforms to the Secretary of the Interior's *Standards for Identification and Evaluation* as required per 36 CFR 800.4(c)(1).

Based upon information provided to our office at this time, we concur with your agency's determination that the **3M Center Historic District**, with the boundaries described and illustrated in the inventory form, is **eligible** for listing in the National Register of Historic Places (NRHP) under Criterion A, at the National level, in the areas of Commerce and Invention with a Period of Significance from 1954 through 1975.

We look forward to continuing consultation with your agency as any additional survey work is completed and as the project plans proceed. Please contact me at (651) 201-3290 or sarah.beimers@state.mn.us with any questions on our review.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

cc: Greg Mathis, MnDOT Cultural Resources Unit

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

April 27, 2018

Mr. Jay Ciavarella
Federal Transit Administration
Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project
Ramsey and Washington Counties
SHPO Number: 2014-0398

Dear Mr. Ciaverella,

Thank you for continuing consultation on the above project. Information received in our office on 28 March 2018 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966, as amended, and implementing federal regulations at 36 CFR Part 800.

We have completed a review of your letter dated March 28, 2018, a submittal which included the report entitled *Revised Phase IA Archaeological Assessment for the Gateway Corridor Project, Ramsey and Washington Counties, Minnesota* (Kimley Horn, March 2017).

It is our understanding that this recent submittal follows preferred review procedures of the results of identification of historic properties efforts for this undertaking as outlined in your January 30, 2018 letter to our office and that your agency's revisions to the area of potential effect (APE) for this undertaking are still being completed. As directed by your agency, we have utilized the "Archaeological APE" as illustrated on Figure 1 of the recently submitted report in order to complete this current review. We acknowledge your agency's notification to our office that additional archaeological survey may be undertaken if the APE for archaeology is revised from what is presented at this time.

Based upon the information and documentation presented in the Revised Phase IA Report, we agree with your agency's determination that there are no known archaeological resources listed in, or eligible for listing in, the National Register of Historic Places (NRHP) within the currently defined APE. We also agree that there is a low potential for the existence of any significant unknown archaeological resources. We assume by this determination that no further archaeological field work will be undertaken for this project, as it is currently proposed.

We look forward to continuing consultation with your agency as any additional survey work is completed and as the project plans proceed. Please contact me at (651) 201-3290 or sarah.beimers@state.mn.us with any questions on our review.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

cc: Greg Mathis, MnDOT Cultural Resources Unit

# Gold Line BRT

## Corridor Map

Gold Line BRT Corridor

Potential Gold Line BRT Alignment

### Potential Station Locations

**Type**

- Potential BRT Station Locations
- Potential Downtown Stops


0 500 1,000

Feet

DEPARTMENT OF TRANSPORTATION

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the G User Community

Date Saved: 5/4/2018 10:20:46 AM

# Gold Line BRT

## Corridor Map

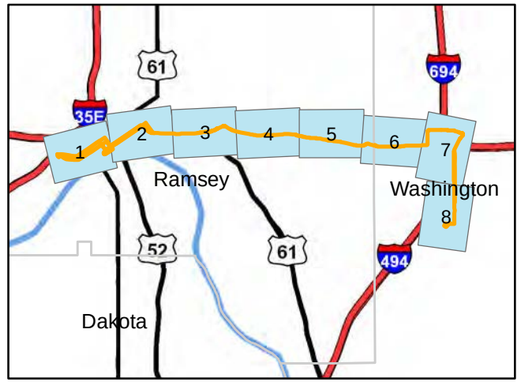
Gold Line BRT Corridor

Potential Gold Line BRT Alignment

### Potential Station Locations

**Type**

- Potential BRT Station Locations
- Potential Downtown Stops




0 500 1,000

Feet

DEPARTMENT OF TRANSPORTATION

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the G
User Community

Date Saved: 5/4/2018 10:20:46 AM

# Gold Line BRT

## Corridor Map

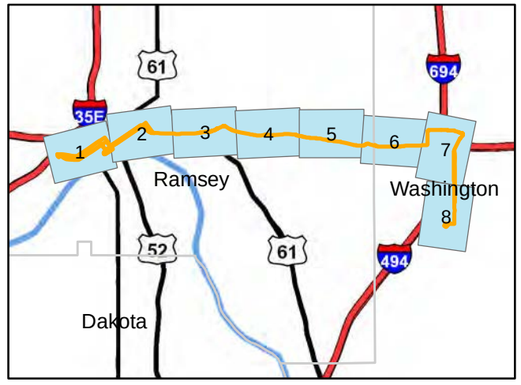
Gold Line BRT Corridor

Potential Gold Line BRT Alignment

### Potential Station Locations

**Type**

- Potential BRT Station Locations
- Potential Downtown Stops

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DEPARTMENT OF TRANSPORTATION

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the G
User Community

Date Saved: 5/4/2018 10:20:46 AM

# Gold Line BRT

## Corridor Map

Gold Line BRT Corridor

Potential Gold Line BRT Alignment

### Potential Station Locations

**Type**

- Potential BRT Station Locations
- Potential Downtown Stops


0 475 950

Feet

DEPARTMENT OF TRANSPORTATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Date Saved: 5/4/2018 10:20:46 AM

# Gold Line BRT

## Corridor Map

Gold Line BRT Corridor

Potential Gold Line BRT Alignment

### Potential Station Locations

**Type**

- Potential BRT Station Locations
- Potential Downtown Stops


0 450 900

Feet

DEPARTMENT OF TRANSPORTATION

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the G
User Community

Date Saved: 5/4/2018 10:20:46 AM

# Gold Line BRT

## Corridor Map

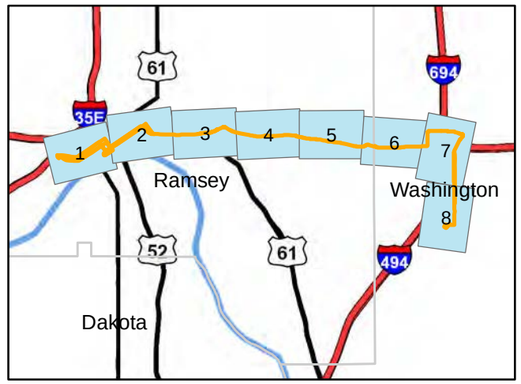
Gold Line BRT Corridor

Potential Gold Line BRT Alignment

### Potential Station Locations

**Type**

- Potential BRT Station Locations
- Potential Downtown Stops




0 412.5 825

Feet

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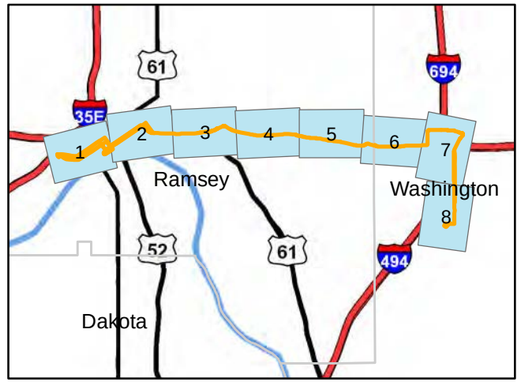


0 550 1,100

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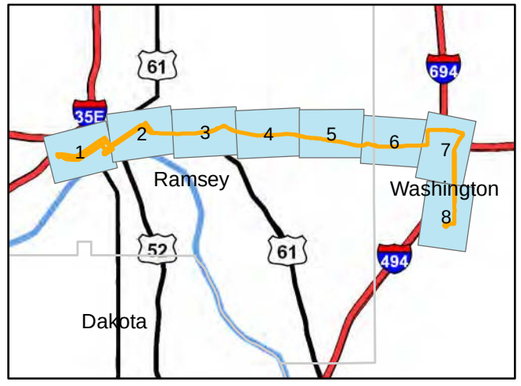


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U.S. Department
of Transportation
**Federal Transit Administration**

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)

May 16, 2018

Cathy Chavers, Tribal Chairwoman
Bois Forte (Nett Lake) Band of Chippewa Indians
5344 Lakeshore Drive
Nett Lake, MN 55772
cchavers@boisforte-nsn.gov

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Tribal Chairwoman Cathy Chavers,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, FTA and the Project team will work through a three-step process with consulting parties to:

1. Identify historic properties that could be potentially affected by the Project,
2. Assess Project effects on these resources, and
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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

We are inviting you to participate in this consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed Project so that we may try to avoid impacts. We would be pleased to discuss Project details with you, as well as any confidential concerns you may identify.

As part of efforts to identify historic properties that may be potentially affected by the undertaking, FTA defined an Area of Potential Effect (APE) for the Project in December 2015. The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. However, due to a change in the alignment of the Locally Preferred Alternative (LPA) and several scope modifications that are currently being evaluated, FTA is in the process of revising the APE. Therefore, please find attached a map of the Project corridor, which identifies a larger area within which the revised APE will fall. Once the APE has been revised, we will complete surveys to identify historic properties (archaeological and architecture/history) within the APE that may be effected by the Project.

Your timely response to this invitation will greatly help us incorporate your concerns into Project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options Form and forward it to FTA within ***30 days of receipt*** of this letter. We anticipate holding the first consultation meeting in June 2018. Meeting notices and materials can be provided if you are interested in participating in these meetings.

FTA maintains full responsibility for the consultation process for any tribal government which chooses to participate, pursuant to 36 CFR § 800. If you have questions or comments related to the proposed Project, please contact me at the address above, by telephone at 312-353-2789, or by email at jason.ciavarella@dot.gov.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Bev Miller, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

## Project Consultation Options Form

**Bois Forte Band of Chippewa Indians**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

**For each project, please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:**

| **Project** | There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is not requested.** | There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is requested.** | Our organization has no interest associated with this proposed project and **further consultation is not required** |
|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Bois Forte Band of Chippewa Indians designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation
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May 16, 2018

Bev Miller, THPO
Bois Forte (Nett Lake) Band of Chippewa Indians
P.O. Box 16
5344 Lakeshore Drive
Nett Lake, MN 55772
bmiller@boisforte-nsn.gov

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Bev Miller,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Cathy Chavers, Tribal Chairwoman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Bois Forte Band of Chippewa Indians**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Bois Forte Band of Chippewa Indians designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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May 16, 2018

Kevin DuPuis, Chairman
Fond du Lac Band of Lake Superior Chippewa
1720 Big Lake Road
Cloquet, MN 55720

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Kevin DuPuis,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Jill Hoppe, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Fond du Lac Band of Lake Superior Chippewa**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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NAME, TITLE (Please print)

Signed: _____ Date: _____

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**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Jill Hoppe, THPO
Fond du Lac Band of Lake Superior Chippewa
1720 Big Lake Road
Cloquet, MN 55720
jillhoppe@fdlrez.com

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Jill Hoppe,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Kevin DuPuis, Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Fond du Lac Band of Lake Superior Chippewa**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Fond du Lac Band of Lake Superior Chippewa designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Floyd Azure, Chairman
Fort Peck Assiniboine and Sioux Tribes
P.O. Box 1027
Poplar, MT 59255

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Floyd Azure,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Curley Youpee, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
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Project Consultation Options Form

**Project Consultation Options Form**
**Fort Peck Assiniboine and Sioux Tribes**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

**For each project, please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:**

| **Project** | There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is not requested.** | There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is requested.** | Our organization has no interest associated with this proposed project and **further consultation is not required** |
|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Fort Peck Assiniboine and Sioux Tribes designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Curley Youpee, THPO
Fort Peck Assiniboine and Sioux Tribes
P.O. Box 1027
Poplar, MT 59255
cultres@nemontel.net

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Curley Youpee,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, FTA and the Project team will work through a three-step process with consulting parties to:

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

We are inviting you to participate in this consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed Project so that we may try to avoid impacts. We would be pleased to discuss Project details with you, as well as any confidential concerns you may identify.

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Floyd Azure, Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**
**Fort Peck Assiniboine and Sioux Tribes**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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May 16, 2018

Norman Deschampe, Chairman
Grand Portage Band of Lake Superior Chippewa
P.O. Box 428
Grand Portage, MN 55605

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Norman Deschampe,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Mary Ann Gagnon, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Grand Portage Band of Lake Superior Chippewa**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Grand Portage Band of Lake Superior Chippewa designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

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**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
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Michigan, Minnesota,
Ohio, Wisconsin

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Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

May 16, 2018

Mary Ann Gagnon, THPO
Grand Portage Band of Lake Superior Chippewa
P.O. Box 428
Grand Portage, MN 55605
maryanng@grandportage.com

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Mary Ann Gagnon,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Norman Deschampe, Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Grand Portage Band of Lake Superior Chippewa**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Other: (please describe)

Grand Portage Band of Lake Superior Chippewa designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

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**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
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U.S. Department
of Transportation
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

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

May 16, 2018

Amy Burnette, THPO
Leech Lake Band of Ojibwe
Division of Resources Management
190 Sailstar Drive NE
Cass Lake, MN 56633
amy.burnette@llojibwe.org

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Amy Burnette,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Faron Jackson, Sr., Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Leech Lake Band of Ojibwe**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Mail (Address):

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Leech Lake Band of Ojibwe designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

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U.S. Department
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312-886-0351 (fax)

May 16, 2018

Faron Jackson, Sr., Chairman
Leech Lake Band of Ojibwe
190 Sailstar Drive NE
Cass Lake, MN 56633

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Faron Jackson, Sr.,

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Amy Burnette, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
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**Project Consultation Options Form**

**Leech Lake Band of Ojibwe**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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312-886-0351 (fax)

May 16, 2018

Brian Pendleton, Chairman
Lower Sioux Indian Community
P.O. Box 308
39527 Reservation Hwy 1
Morton, MN 56270
Brian.pendleton@lowersioux.com

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Brian Pendleton,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, FTA and the Project team will work through a three-step process with consulting parties to:

1. Identify historic properties that could be potentially affected by the Project,
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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

We are inviting you to participate in this consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed Project so that we may try to avoid impacts. We would be pleased to discuss Project details with you, as well as any confidential concerns you may identify.

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FTA maintains full responsibility for the consultation process for any tribal government which chooses to participate, pursuant to 36 CFR § 800. If you have questions or comments related to the proposed Project, please contact me at the address above, by telephone at 312-353-2789, or by email at jason.ciavarella@dot.gov.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Cheyanne St. John, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

## Project Consultation Options Form

**Lower Sioux Indian Community**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

**For each project, please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:**

| **Project** | There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is not requested.** | There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is requested.** | Our organization has no interest associated with this proposed project and **further consultation is not required** |
|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Lower Sioux Indian Community designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Cheyanne St. John, THPO
Lower Sioux Indian Community
39527 Reservation Hwy 1
Morton, MN 56270
Cheyanne.stjohn@lowersioux.com

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Cheyanne St. John,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Brian Pendleton, Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Lower Sioux Indian Community**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Lower Sioux Indian Community designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
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312-353-2789
312-886-0351 (fax)

May 16, 2018

Melanie Benjamin, Chief Executive
Mille Lacs Band of Ojibwe
43408 Oodena Drive
Onamia, MN 56359

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chief Executive Melanie Benjamin,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Natalie Weyaus, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Mille Lacs Band of Ojibwe**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Mille Lacs Band of Ojibwe designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Teanna Limpy, THPO
Northern Cheyenne Tribe
P.O. Box 128
Lame Deer, MT 59043

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Teanna Limpy,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Kristina Quaempts, Section 106 Coordinator

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Northern Cheyenne Tribe**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Northern Cheyenne Tribe designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Kristina M. Quaempts, Section 106 Coordinator
Northern Cheyenne Tribe
P.O. Box 128
Lame Deer, MT 59043
kquaempts@ncthpo.com

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Kristina M. Quaempts,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Teanna Limpy, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
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**Project Consultation Options Form**

**Northern Cheyenne Tribe**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Mail (Address):

Phone:

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Other: (please describe)

Northern Cheyenne Tribe designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

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**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
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Chicago, IL 60606-5253

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

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Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

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

May 16, 2018

Shelley Buck, President
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear President Shelley Buck,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Noah White, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Prairie Island Indian Community**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

**For each project, please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:**

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Prairie Island Indian Community designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Noah White, THPO
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089
Noah.white@piic.org

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Noah White,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Shelley Buck, President

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Project Consultation Options Form

**Project Consultation Options Form**

**Prairie Island Indian Community**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Other: (please describe)

Prairie Island Indian Community designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

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**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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

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

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

May 16, 2018

Kade Ferris, THPO
Red Lake Band of Chippewa Indians
P.O. Box 274
Red Lake, MN 56671
Kade.ferris@redlakenation.org

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Kade Ferris,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Darrell G. Seki, Sr., Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Red Lake Band of Chippewa Indians**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Mail (Address):

Phone:

Fax:

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Other: (please describe)

Red Lake Band of Chippewa Indians designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

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

May 16, 2018

Darrell G. Seki, Sr., Chairman
Red Lake Band of Chippewa Indians
15484 Migizi Drive
Red Lake, MN 56671

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Darrel G. Seki, Sr.,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Kade Ferris, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Red Lake Band of Chippewa Indians**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Mail (Address):

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**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
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Chicago, IL 60606-5253

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

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

200 West Adams Street
Suite 320
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312-353-2789
312-886-0351 (fax)

May 16, 2018

Roger Trudell, Chairman
Santee Sioux Nation
108 Spirit Lake Ave. W.
Niobrara, NE 68760-7219

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Roger Trudell,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Duane Whipple, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
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Project Consultation Options Form

**Project Consultation Options Form**

**Santee Sioux Nation**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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Santee Sioux Nation designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

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U.S. Department
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May 16, 2018

Duane Whipple, THPO
Santee Sioux Nation
108 Spirit Lake Ave. W.
Niobrara, NE 68760-7219

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Duane Whipple,

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

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Roger Trudell, Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
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**Santee Sioux Nation**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| **Project** | There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is not requested.** | There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is requested.** | Our organization has no interest associated with this proposed project and **further consultation is not required** |
|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Santee Sioux Nation designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Charles Vig, Chairman
Shakopee Mdewakanton Sioux Community of Minnesota
2330 Sioux Trial NW
Prior Lake, MN 55372

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Charles Vig,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, FTA and the Project team will work through a three-step process with consulting parties to:

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

We are inviting you to participate in this consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed Project so that we may try to avoid impacts. We would be pleased to discuss Project details with you, as well as any confidential concerns you may identify.

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Leonard Wabasha, Historian

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Shakopee Mdewakanton Sioux Community of Minnesota**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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NAME, TITLE (Please print)

Signed: _____ Date: _____

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May 16, 2018

Leonard Wabasha, Historian
Shakopee Mdewakanton Sioux Community of Minnesota
2330 Sioux Trial NW
Prior Lake, MN 55372
culturalresources@shakopeedakota.org

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Historian Leonard Wabasha,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Charles Vig, Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Shakopee Mdewakanton Sioux Community of Minnesota**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Shakopee Mdewakanton Sioux Community designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

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**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
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312-353-2789
312-886-0351 (fax)

May 16, 2018

Diana Desrosiers, THPO
Sisseton-Wahpeton Oyate
12554 BIA Hwy 711
P.O. Box 907
Agency Village, SD 57262
dianned@swo-nsn.gov

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Diana Desrosiers,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Sisseton-Wahpeton Oyate**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Phone:

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Other: (please describe)

Sisseton-Wahpeton Oyate designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

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**Via Mail to:**
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U.S. Department
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Ohio, Wisconsin

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312-353-2789
312-886-0351 (fax)

May 16, 2018

Jamie Azure, Chairman
Turtle Mountain Band of Chippewa Indians
4180 Hwy 281
Belcourt, ND 58316

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Jamie Azure,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Bruce Nadeau, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Turtle Mountain Band of Chippewa**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

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Mail (Address):

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Other: (please describe)

Turtle Mountain Band of Chippewa designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

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312-886-0351 (fax)

May 16, 2018

Bruce Nadeau, THPO
Turtle Mountain Band of Chippewa Indians
4180 Hwy 281
Belcourt, ND 58316
brucefnadeau@gmail.com

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Bruce Nadeau,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Jamie Azure, Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
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**Project Consultation Options Form**

**Turtle Mountain Band of Chippewa**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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Turtle Mountain Band of Chippewa designated contact for this proposed project:

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May 16, 2018

Kevin Jensvold, Chairman
Upper Sioux Community
P.O. Box 147
Granite Falls, MN 56241
kevinj@uppersiouxcommunity-nsn.gov

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Kevin Jensvold,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, FTA and the Project team will work through a three-step process with consulting parties to:

1. Identify historic properties that could be potentially affected by the Project,
2. Assess Project effects on these resources, and
3. If there are adverse effects, develop ways to avoid, minimize, or mitigate adverse effects on historic properties.

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

We are inviting you to participate in this consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed Project so that we may try to avoid impacts. We would be pleased to discuss Project details with you, as well as any confidential concerns you may identify.

As part of efforts to identify historic properties that may be potentially affected by the undertaking, FTA defined an Area of Potential Effect (APE) for the Project in December 2015. The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. However, due to a change in the alignment of the Locally Preferred Alternative (LPA) and several scope modifications that are currently being evaluated, FTA is in the process of revising the APE. Therefore, please find attached a map of the Project corridor, which identifies a larger area within which the revised APE will fall. Once the APE has been revised, we will complete surveys to identify historic properties (archaeological and architecture/history) within the APE that may be effected by the Project.

Your timely response to this invitation will greatly help us incorporate your concerns into Project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options Form and forward it to FTA within ***30 days of receipt*** of this letter. We anticipate holding the first consultation meeting in June 2018. Meeting notices and materials can be provided if you are interested in participating in these meetings.

FTA maintains full responsibility for the consultation process for any tribal government which chooses to participate, pursuant to 36 CFR § 800. If you have questions or comments related to the proposed Project, please contact me at the address above, by telephone at 312-353-2789, or by email at jason.ciavarella@dot.gov.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Samantha Odegard, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Upper Sioux Community**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

**For each project, please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:**

| **Project** | There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is not requested.** | There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is requested.** | Our organization has no interest associated with this proposed project and **further consultation is not required** |
|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Upper Sioux Community designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Samantha Odegard, THPO
Upper Sioux Community
P.O. Box 147
Granite Falls, MN 56241
samanthao@uppersiouxcommunity-nsn.gov

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Samantha Odegard,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, FTA and the Project team will work through a three-step process with consulting parties to:

1. Identify historic properties that could be potentially affected by the Project,
2. Assess Project effects on these resources, and
3. If there are adverse effects, develop ways to avoid, minimize, or mitigate adverse effects on historic properties.

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

We are inviting you to participate in this consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed Project so that we may try to avoid impacts. We would be pleased to discuss Project details with you, as well as any confidential concerns you may identify.

As part of efforts to identify historic properties that may be potentially affected by the undertaking, FTA defined an Area of Potential Effect (APE) for the Project in December 2015. The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. However, due to a change in the alignment of the Locally Preferred Alternative (LPA) and several scope modifications that are currently being evaluated, FTA is in the process of revising the APE. Therefore, please find attached a map of the Project corridor, which identifies a larger area within which the revised APE will fall. Once the APE has been revised, we will complete surveys to identify historic properties (archaeological and architecture/history) within the APE that may be effected by the Project.

Your timely response to this invitation will greatly help us incorporate your concerns into Project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options Form and forward it to FTA within ***30 days of receipt*** of this letter. We anticipate holding the first consultation meeting in June 2018. Meeting notices and materials can be provided if you are interested in participating in these meetings.

FTA maintains full responsibility for the consultation process for any tribal government which chooses to participate, pursuant to 36 CFR § 800. If you have questions or comments related to the proposed Project, please contact me at the address above, by telephone at 312-353-2789, or by email at jason.ciavarella@dot.gov.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Kevin Jensvold, Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**Upper Sioux Community**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

**For each project, please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:**

| **Project** | There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is not requested.** | There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is requested.** | Our organization has no interest associated with this proposed project and **further consultation is not required** |
|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

Upper Sioux Community designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Jaime Arsenault, THPO
White Earth Nation of Minnesota Chippewa
P.O. Box 418
White Earth, MN 56591
Jaime.arsenault@whiteearth-nsn.gov

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear THPO Jaime Arsenault,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, FTA and the Project team will work through a three-step process with consulting parties to:

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

We are inviting you to participate in this consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed Project so that we may try to avoid impacts. We would be pleased to discuss Project details with you, as well as any confidential concerns you may identify.

As part of efforts to identify historic properties that may be potentially affected by the undertaking, FTA defined an Area of Potential Effect (APE) for the Project in December 2015. The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. However, due to a change in the alignment of the Locally Preferred Alternative (LPA) and several scope modifications that are currently being evaluated, FTA is in the process of revising the APE. Therefore, please find attached a map of the Project corridor, which identifies a larger area within which the revised APE will fall. Once the APE has been revised, we will complete surveys to identify historic properties (archaeological and architecture/history) within the APE that may be effected by the Project.

Your timely response to this invitation will greatly help us incorporate your concerns into Project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options Form and forward it to FTA within ***30 days of receipt*** of this letter. We anticipate holding the first consultation meeting in June 2018. Meeting notices and materials can be provided if you are interested in participating in these meetings.

FTA maintains full responsibility for the consultation process for any tribal government which chooses to participate, pursuant to 36 CFR § 800. If you have questions or comments related to the proposed Project, please contact me at the address above, by telephone at 312-353-2789, or by email at jason.ciavarella@dot.gov.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Terrence Tibbets, Chairman

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**White Earth Nation of Minnesota Chippewa**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

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|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

White Earth Nation of Minnesota Chippewa designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

May 16, 2018

Terrence Tibbets, Chairman
White Earth Nation of Minnesota Chippewa
P.O. Box 418
White Earth, MN 56591

RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

Dear Chairman Terrence Tibbets,

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council (Council), is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project). The proposed undertaking is an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. From Union Depot, the proposed alignment generally parallels Interstate 94 to just east of Interstate 694, where it will turn south, cross over Interstate 94, and then extend southward along Beilenberg Avenue to the Woodbury Village Shopping Center. The Project will operate in both mixed traffic and on dedicated right-of-way, connecting 11 stations in the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. Enclosed are a Project fact sheet and a map of the Project area. Additional information on the Project is available at: https://www.metrotransit.org/gold-line-project.

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RE: Section 106 Consulting Party Invitation - Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO No. 2014-0398

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Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Elizabeth Breiseth, FTA
Greg Mathis, MnDOT CRU
Sarah Beimers, Minnesota SHPO
Lyssa Leitner, Gold Line Project Office
Jaime Arsenault, THPO

Enclosures: Gateway Corridor: Gold Line BRT (Project fact sheet)
Gold Line BRT Corridor Map
Project Consultation Options Form

**Project Consultation Options Form**

**White Earth Nation of Minnesota Chippewa**

**Project:** Gold Line Bus Rapid Transit (BRT) Project, Washington and Ramsey Counties, MN

**For each project, please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:**

| **Project** | There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is not requested.** | There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and **further consultation is requested.** | Our organization has no interest associated with this proposed project and **further consultation is not required** |
|---|---|---|---|
| Gold Line BRT Project, Washington and Ramsey Counties, MN | ☐ | ☐ | ☐ |

**If you have chosen to continue consultation, please indicate the manner in which you wish to do so:**

Mail (Address):

Phone:

Fax:

e-mail:

Other: (please describe)

White Earth Nation of Minnesota Chippewa designated contact for this proposed project:

_____ Phone: _____

NAME, TITLE (Please print)

Signed: _____ Date: _____

**Please respond within *30 days* of the date of the letter.**

**Please return Via Email by scanning to:** susan.weber@dot.gov
**Via Fax to: 312-886-0351 Attention:** Susan Weber

**Via Mail to:**
Susan Weber, Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

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)

June 15, 2018

Mr. Chad Konicson
U. S. Army Corps of Engineers
Regulatory Branch Chief, St. Paul District
180th St. E., Suite 700
St. Paul, MN 55101-1678

RE: Invitation to designate FTA as Lead Federal Agency for Section 106 compliance for the Gold Line Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota, SHPO #2014-0398

Dear Mr. Konicson,

The Metropolitan Council is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project), formerly known as Gateway Corridor, an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. The proposed alignment generally parallels Interstate 94 to just east of Interstate 694, then extends south along Helmo Avenue, crossing over Interstate 94, then extending south along Bielenberg Drive to the Woodbury Village Shopping Center, connecting the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury. The Project anticipates receiving Federal funding assistance from the Federal Transit Administration (FTA) and, therefore, must meet the requirements of Section 306108 of the National Historic Preservation Act (54 U.S.C. Section 306108, hereafter referred to as Section 106). In accordance with 36 CFR Part 800, the head of the FTA, as the Agency Official, has legal responsibility for complying with Section 106. As such, it is the responsibility of the Agency Official to identify and evaluate undertakings on historic properties, to resolve adverse effects, and coordinate with the Advisory Council on Historic Preservation (ACHP), if appropriate.

The FTA has initiated consultation with the Minnesota State Historic Preservation Office (MnSHPO) and consulting parties to consider effects to historic properties that are listed in and eligible for inclusion in the National Register of Historic Places (NRHP). In accordance with 36 CFR Part 800.2, the Agency Official may use the services of grantees, applicants, consultants, or

designees to prepare the necessary information and analysis, but remains responsible for Section 106 compliance. FTA has designated Minnesota Department of Transportation's (MnDOT's) Cultural Resources Unit (CRU), whose staff meet the qualifications as outlined in the Secretary of the Interior's (SOI's) "Professional Qualification Standards" (36 CFR Part 61), to act on its behalf for conducting the initial steps of the Section 106 review for the Project. Under this designation, MnDOT CRU is authorized to initiate the Section 106 process, define the area of potential effect (APE), identify historic properties within the APE that are listed in or are eligible for inclusion in the National Register of Historic Places (NRHP), and determine if a historic property in the APE would be subject to potential adverse effect by the proposed Project. MnDOT CRU staff will report to and consult with SOI-qualified staff in FTA Region 5 throughout the Section 106 review process. Under this delegation, the FTA retains authority to designate consulting parties, make determinations of adverse effect, and negotiate the terms and conditions of a Memorandum of Agreement (MOA) resulting from the Section 106 consultation. The FTA also remains legally responsible for all findings and determinations charged to the Agency Official under 36 CFR Part 800.

Consistent with the requirements of 36 CFR Part 800, FTA, with limited assistance from MnDOT CRU, will conduct government to government consultation with Indian tribes under Section 106. FTA will also handle formal coordination with the ACHP. Only staff employed as part of MnDOT's CRU that meet the qualifications of 36 CFR Part 61 can act on behalf of FTA. These responsibilities cannot be delegated to other MnDOT personnel or consultants acting on MnDOT's behalf.

The Project will require a Clean Water Act Section 404 permit. A Section 404 permit is considered an undertaking under Section 106. In accordance with 36 CFR Part 800.2, which encourages Federal agencies to efficiently fulfill their obligations under Section 106, if more than one Federal agency is involved in an undertaking, some or all the agencies may designate a lead Federal agency, which shall identify the appropriate official to serve as the Agency Official who shall act on their behalf, fulfilling their collective responsibilities under section 106. Those Federal agencies that do not designate a lead Federal agency remain individually responsible for their compliance with this part.

With this letter, we hereby invite the United States Army Corps of Engineers (USACE), in accordance with 36 CFR Part 800.2(a)(2), to designate FTA as the lead Federal agency for the Project and to act on its behalf for meeting the requirements of Section 106. Under this designation, the USACE will remain a signatory party to the Section 106 MOA for the Project if one is required. Please respond to FTA in writing with an acceptance or denial of the invitation by July 13, 2018. Your response to this invitation may be sent electronically to Susan Weber, Community Planner, at susan.weber@dot.gov. Please include the title of the official responding.

We further request that you copy Sarah Beimers, MnSHPO Manager of Government Programs and Compliance, at sarah.beimers@state.mn.us, and Greg Mathis with MnDOT CRU at greg.mathis@state.mn.us on your response. Please contact Ms. Weber at (312) 353-3888, or Mr. Mathis at (651) 366-4292 if you have any questions or would like to discuss the project in more detail.

Thank you for your cooperation and interest in this project.

Sincerely,

Kelley Brookins
Acting Regional Administrator

ecc: Susan Weber, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Brian Yagle, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith, Gold Line Project Office

# Northern Cheyenne Tribal Historic Preservation

14 E. MedicineLodge Dr. | P.O Box 128 | Lame Deer, MT. 59043

Ph: (406) 477-8113/ 4838/ 4839

## CONSULTATION REQUEST

CONSULTING AGENCY

Region V

ADDRESS

200 W. Adams St., Suite 320

CITY/STATE/ZIP

Chicago, IL 60606

PHONE

312-353-2789

FAX

E-MAIL

jason.ciavarella@dot.gov

AGENCY CONTACT

| | |
|---|---|
| PROJECT TYPE | Gold Line Bus Rapid Transit Project (SHPO#2014-0398) |
| FEDERAL NEXUS | US Dept of Transportation-Federal Highway Administration |
| COUNTY/STATE | Washington and Ramsey Counties, MN |

| CORRESPONDENCE | |
|---|---|
| DATE RECEIVED | 5/28/2018 |
| REVIEW PERIOD | |
| DEADLINE | 6/26/2018 |

| DOCUMENTATION RECEIVED | |
|---|---|
| MAPS | YES |
| SURVEY | CLASS II |
| TRIBAL SURVEY | |

| DETERMINATION | |
|---|---|
| FINDING | NO EFFECT |
| COMMENT | |

PROJECT CONTACT

Jay Ciavarella, Director, Office of Planning and Program Development

**ADDITIONAL COMMENTS**

Thank you for this consideration as extenuating circumstances delayed responses from being sent out upon review.

PREPARED BY:

*Section 106 Coordinator*

**Kristina M. Quaempts**

Teanna Limpy

**Tribal Historic Preservation Officer**

**These findings are in compliance and in accordance with 36CFR800.2A4 under the authority of Section 106 and 110 of the NHPA.**

**6/26/2018**

**DATE**

**LITTLEWOLF AND MORNING STAR - Out of Defeat and exile they led us back to Montana and won homeland that we will keep forever.**

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)

July 2, 2018

Mr. Ed Shukle
City Administrator
City of Landfall Village
One 4th Avenue
Landfall, MN 55128

RE: Gold Line Bus Rapid Transit Project (formerly Gateway Corridor), Washington and Ramsey Counties, Minnesota, SHPO #2014-0398: consulting party status for the Section 106 review

Dear Mr. Shukle,

In your email of December 27, 2017 to the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT CRU), you accepted consulting party status on behalf of the City of Landfall Village for the Gateway Corridor Project Section 106 process, now the Gold Line Bus Rapid Transit Project (Project). This letter serves as acknowledgement of your decision and the granting of consulting party status.

We also want to notify you that subsequent to our May 12, 2015 invitation to participate in the Section 106 process, the Locally Preferred Alternative was revised in December 2016 to follow a different alignment east of Interstate 494. The NEPA class of action was also changed from an EIS to an EA.

It is our understanding that the project sponsor, the Metropolitan Council, will share with you copies of all Section 106 documents related to the Project. MnDOT CRU, on behalf of FTA, will also consult with you, as appropriate, to consider effects of the Project on historic properties in Landfall Village that are listed in or are eligible for inclusion in the National Register of Historic Places. For more information on the Section 106 Process and the role of consulting parties, please see the Advisory Council on Historic Preservation's publication *Protecting Historic Properties: A Citizen's Guide to Section 106 Review,* available at http://www.achp.gov/docs/CitizenGuide.pdf.

If you have any questions, please contact Susan Weber of my staff at (312) 353-3888 / susan.weber@dot.gov, or Greg Mathis with MnDOT CRU at (651) 366-4292 / greg.mathis@state.mn.us.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

ecc: Susan Weber and Elizabeth Breiseth, Federal Transit Administration
Brian Yagle and Brad Johnson, United States Army Corps of Engineers
Sarah Beimers, Minnesota State Historic Preservation Office
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith and Chelsa Johnson, Gold Line Project 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)

July 2, 2018

Ms. Ginny Gaynor
Natural Resources Coordinator/HPC Liaison
City of Maplewood
1902 County Road B East
Maplewood, MN 55109

RE: Gold Line Bus Rapid Transit Project (formerly Gateway Corridor), Washington and Ramsey Counties, Minnesota, SHPO #2014-0398: consulting party status for the Section 106 review

Dear Ms. Gaynor,

In a letter to the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT CRU) dated May 26, 2015, Mr. Michael Thompson, formerly with the City, accepted consulting party status on behalf of the City of Maplewood for the Gateway Corridor Project Section 106 process, now the Gold Line Bus Rapid Transit Project (Project). In your email of June 20, 2018 to MnDOT CRU, you also requested consulting party status on behalf of the Maplewood Heritage Preservation Commission (HPC). This letter serves as acknowledgement of your decision and the granting of consulting party status to both the City and the HPC.

We also want to notify you that subsequent to our May 12, 2015 invitation to participate in the Section 106 process, the Locally Preferred Alternative was revised in December 2016 to follow a different alignment east of Interstate 494. The NEPA class of action was also changed from an EIS to an EA.

It is our understanding that the project sponsor, the Metropolitan Council, will share with you copies of all Section 106 documents related to the Project. MnDOT CRU, on behalf of FTA, will also consult with you, as appropriate, to consider effects of the Project on historic properties in Maplewood that are listed in or are eligible for inclusion in the National Register of Historic Places. For more information on the Section 106 Process and the role of consulting parties, please see the Advisory Council on Historic Preservation's publication *Protecting Historic Properties: A Citizen's Guide to Section 106 Review,* available at http://www.achp.gov/docs/CitizenGuide.pdf.

If you have any questions, please contact Susan Weber of my staff at (312) 353-3888 / susan.weber@dot.gov, or Greg Mathis with MnDOT CRU at (651) 366-4292 / greg.mathis@state.mn.us.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

ecc: Susan Weber and Elizabeth Breiseth, Federal Transit Administration
Brian Yagle and Brad Johnson, United States Army Corps of Engineers
Sarah Beimers, Minnesota State Historic Preservation Office
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith and Chelsa Johnson, Gold Line Project Office

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

July 2, 2018

Mr. Bob Streetar, DPA
Community Development Director
City of Oakdale
1584 Hadley Avenue North
Oakdale, MN 55128

RE: Gold Line Bus Rapid Transit Project (formerly Gateway Corridor), Washington and Ramsey Counties, Minnesota, SHPO #2014-0398: consulting party status for the Section 106 review

Dear Mr. Streetar,

In your email of June 12, 2015 to the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT CRU), you accepted consulting party status on behalf of the City of Oakdale for the Gateway Corridor Project Section 106 process, now the Gold Line Bus Rapid Transit Project (Project). This letter serves as acknowledgement of your decision and the granting of consulting party status.

We also want to notify you that subsequent to our May 12, 2015 invitation to participate in the Section 106 process, the Locally Preferred Alternative was revised in December 2016 to follow a different alignment east of Interstate 494. The NEPA class of action was also changed from an EIS to an EA.

It is our understanding that the project sponsor, the Metropolitan Council, will share with you copies of all Section 106 documents related to the Project. MnDOT CRU, on behalf of FTA, will also consult with you, as appropriate, to consider effects of the Project on historic properties in Oakdale that are listed in or are eligible for inclusion in the National Register of Historic Places. For more information on the Section 106 Process and the role of consulting parties, please see the Advisory Council on Historic Preservation's publication *Protecting Historic Properties: A Citizen's Guide to Section 106 Review,* available at http://www.achp.gov/docs/CitizenGuide.pdf.

If you have any questions, please contact Susan Weber of my staff at (312) 353-3888 / susan.weber@dot.gov, or Greg Mathis with MnDOT CRU at (651) 366-4292 / greg.mathis@state.mn.us.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

ecc: Susan Weber and Elizabeth Breiseth, Federal Transit Administration
Brian Yagle and Brad Johnson, United States Army Corps of Engineers
Sarah Beimers, Minnesota State Historic Preservation Office
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith and Chelsa Johnson, Gold Line Project Office

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

July 2, 2018

Ms. Christine Boulware
Historic Preservation Specialist
Department of Planning & Economic Development
City of Saint Paul
25 4th Street West, Suite 1400
Saint Paul, MN 55102

RE: Gold Line Bus Rapid Transit Project (formerly Gateway Corridor), Washington and Ramsey Counties, Minnesota, SHPO #2014-0398: consulting party status for the Section 106 review

Dear Ms. Boulware,

In a letter to the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT CRU) dated February 12, 2015, Ms. Amy Spong, formerly with your office, accepted consulting party status on behalf of the City of Saint Paul and the Saint Paul Heritage Preservation Commission (HPC) for the Gateway Corridor Project Section 106 process, now the Gold Line Bus Rapid Transit Project (Project). This letter serves as acknowledgement of your decision and the granting of consulting party status.

We also want to notify you that subsequent to our May 12, 2015 invitation to participate in the Section 106 process, the Locally Preferred Alternative was revised in December 2016 to follow a different alignment east of Interstate 494. The NEPA class of action was also changed from an EIS to an EA.

It is our understanding that the project sponsor, the Metropolitan Council, will share with you copies of all Section 106 documents related to the Project. MnDOT CRU, on behalf of FTA, will also consult with you, as appropriate, to consider effects of the Project on historic properties in Saint Paul that are listed in or are eligible for inclusion in the National Register of Historic Places. For more information on the Section 106 Process and the role of consulting parties, please see the Advisory Council on Historic Preservation's publication *Protecting Historic Properties: A Citizen's Guide to Section 106 Review,* available at http://www.achp.gov/docs/CitizenGuide.pdf.

If you have any questions, please contact Susan Weber of my staff at (312) 353-3888 / susan.weber@dot.gov, or Greg Mathis with MnDOT CRU at (651) 366-4292 / greg.mathis@state.mn.us.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

ecc: Susan Weber and Elizabeth Breiseth, Federal Transit Administration
Brian Yagle and Brad Johnson, United States Army Corps of Engineers
Sarah Beimers, Minnesota State Historic Preservation Office
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith and Chelsa Johnson, Gold Line Project Office

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**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)

July 2, 2018

Ms. Janelle Schmitz
Assistant Community Development Director
City of Woodbury
8301 Valley Creek Road
Woodbury, MN 55125

RE: Gold Line Bus Rapid Transit Project (formerly Gateway Corridor), Washington and Ramsey Counties, Minnesota, SHPO #2014-0398: consulting party status for the Section 106 review

Dear Ms. Schmitz,

In your email of December 27, 2017 to the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT CRU), you accepted consulting party status on behalf of the City of Woodbury for the Gateway Corridor Project Section 106 process, now the Gold Line Bus Rapid Transit Project (Project). This letter serves as acknowledgement of your decision and the granting of consulting party status.

We also want to notify you that subsequent to our May 12, 2015 invitation to participate in the Section 106 process, the Locally Preferred Alternative was revised in December 2016 to follow a different alignment east of Interstate 494. The NEPA class of action was also changed from an EIS to an EA.

It is our understanding that the project sponsor, the Metropolitan Council, will share with you copies of all Section 106 documents related to the Project. MnDOT CRU, on behalf of FTA, will also consult with you, as appropriate, to consider effects of the Project on historic properties in Woodbury that are listed in or are eligible for inclusion in the National Register of Historic Places. For more information on the Section 106 Process and the role of consulting parties, please see the Advisory Council on Historic Preservation's publication *Protecting Historic Properties: A Citizen's Guide to Section 106 Review,* available at http://www.achp.gov/docs/CitizenGuide.pdf.

If you have any questions, please contact Susan Weber of my staff at (312) 353-3888 / susan.weber@dot.gov, or Greg Mathis with MnDOT CRU at (651) 366-4292 / greg.mathis@state.mn.us.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

ecc: Susan Weber and Elizabeth Breiseth, Federal Transit Administration
Brian Yagle and Brad Johnson, United States Army Corps of Engineers
Sarah Beimers, Minnesota State Historic Preservation Office
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith and Chelsa Johnson, Gold Line Project Office

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**Federal Transit Administration**

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Michigan, Minnesota,
Ohio, Wisconsin

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

July 2, 2018

Mr. Andy Gitzlaff
Senior Transportation Planner
Ramsey County Regional Railroad Authority
Union Depot
214 4th Street East
Saint Paul, MN 55101

RE: Gold Line Bus Rapid Transit Project (formerly Gateway Corridor), Washington and Ramsey Counties, Minnesota, SHPO #2014-0398: consulting party status for the Section 106 review

Dear Mr. Gitzlaff,

In your email of January 18, 2018 to the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT CRU), you accepted consulting party status on behalf of Ramsey County for the Gateway Corridor Project Section 106 process, now the Gold Line Bus Rapid Transit Project (Project). This letter serves as acknowledgement of your decision and the granting of consulting party status.

We also want to notify you that subsequent to our May 12, 2015 invitation to participate in the Section 106 process, the Locally Preferred Alternative was revised in December 2016 to follow a different alignment east of Interstate 494. The NEPA class of action was also changed from an EIS to an EA.

It is our understanding that the project sponsor, the Metropolitan Council, will share with you copies of all Section 106 documents related to the Project. MnDOT CRU, on behalf of FTA, will also consult with you, as appropriate, to consider effects of the Project on historic properties in Ramsey County that are listed in or are eligible for inclusion in the National Register of Historic Places. For more information on the Section 106 Process and the role of consulting parties, please see the Advisory Council on Historic Preservation's publication *Protecting Historic Properties: A Citizen's Guide to Section 106 Review,* available at http://www.achp.gov/docs/CitizenGuide.pdf.

If you have any questions, please contact Susan Weber of my staff at (312) 353-3888 / susan.weber@dot.gov, or Greg Mathis with MnDOT CRU at (651) 366-4292 / greg.mathis@state.mn.us.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

ecc: Susan Weber and Elizabeth Breiseth, Federal Transit Administration
Brian Yagle and Brad Johnson, United States Army Corps of Engineers
Sarah Beimers, Minnesota State Historic Preservation Office
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith and Chelsa Johnson, Gold Line Project Office

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

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Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

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

July 2, 2018

Ms. Jan Lucke
Transportation Planning Manager
Public Works Department
Washington County
11660 Myeron Road North
Stillwater, MN 55082

RE: Gold Line Bus Rapid Transit Project (formerly Gateway Corridor), Washington and Ramsey Counties, Minnesota, SHPO #2014-0398: consulting party status for the Section 106 review

Dear Ms. Lucke,

In your email of January 10, 2018 to the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT CRU), you accepted consulting party status on behalf of Washington County for the Gateway Corridor Project Section 106 process, now the Gold Line Bus Rapid Transit Project (Project). This letter serves as acknowledgement of your decision and the granting of consulting party status.

We also want to notify you that subsequent to our May 12, 2015 invitation to participate in the Section 106 process, the Locally Preferred Alternative was revised in December 2016 to follow a different alignment east of Interstate 494. The NEPA class of action was also changed from an EIS to an EA.

It is our understanding that the project sponsor, the Metropolitan Council, will share with you copies of all Section 106 documents related to the Project. MnDOT CRU, on behalf of FTA, will also consult with you, as appropriate, to consider effects of the Project on historic properties in Washington County that are listed in or are eligible for inclusion in the National Register of Historic Places. For more information on the Section 106 Process and the role of consulting parties, please see the Advisory Council on Historic Preservation's publication *Protecting Historic Properties: A Citizen's Guide to Section 106 Review,* available at http://www.achp.gov/docs/CitizenGuide.pdf.

If you have any questions, please contact Susan Weber of my staff at (312) 353-3888 / susan.weber@dot.gov, or Greg Mathis with MnDOT CRU at (651) 366-4292 / greg.mathis@state.mn.us.

Sincerely,

Jay Ciavarella
Director, Office of Planning and Program Development

ecc: Susan Weber and Elizabeth Breiseth, Federal Transit Administration
Brian Yagle and Brad Johnson, United States Army Corps of Engineers
Sarah Beimers, Minnesota State Historic Preservation Office
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith and Chelsa Johnson, Gold Line Project Office

**From:** Samantha Odegard [mailto:samanthao@uppersiouxcommunity-nsn.gov]
**Sent:** Tuesday, July 03, 2018 9:48 AM
**To:** Weber, Susan (FTA) <susan.weber@dot.gov>
**Subject:** Consulting Party Meeting Gold Line Bus Rapid Transit Project

Good Morning Ms. Weber,

We received the consulting party invitation back in May and I'd just like to follow up to see if other Tribes had responded and if the first consultation meeting was help in June.

Thank you,

Samantha Odegard
Tribal Historic Preservation Officer
Upper Sioux Community
PO Box 147 Granite Falls, MN 56241
samanthao@uppersiouxcommunity-nsn.gov
Office Phone: 320-564-6334

## Oyewumi, Banke

**From:** Weber, Susan (FTA) <susan.weber@dot.gov>
**Sent:** Tuesday, July 3, 2018 9:51 AM
**To:** Samantha Odegard
**Cc:** Breiseth, Elizabeth (FTA); Greg Mathis
**Subject:** RE: Consulting Party Meeting Gold Line Bus Rapid Transit Project

Good Morning Ms. Odegard,

I do not have any record of other Tribes responding. I am copying the environmentalists both from FTA and MnDOT Cultural Resources Unit – Greg.

Please let us know if you are interested in serving as a consulting party for the Gold Line project.

I will be out of the office through 7/9, the date of the consulting party meeting so kindly reply to all.

Susan M. Weber
US Department of Transportation
Federal Transit Administration, Region V
200 W. Adams Street, Suite 320 | Chicago, IL 60606
susan.weber@dot.gov
P: 312.353.3888

---

**From:** Samantha Odegard [mailto:samanthao@uppersiouxcommunity-nsn.gov]
**Sent:** Tuesday, July 03, 2018 9:48 AM
**To:** Weber, Susan (FTA) <susan.weber@dot.gov>
**Subject:** Consulting Party Meeting Gold Line Bus Rapid Transit Project

Good Morning Ms. Weber,

We received the consulting party invitation back in May and I'd just like to follow up to see if other Tribes had responded and if the first consultation meeting was help in June.

Thank you,

Samantha Odegard
Tribal Historic Preservation Officer
Upper Sioux Community
PO Box 147 Granite Falls, MN 56241
samanthao@uppersiouxcommunity-nsn.gov
Office Phone: 320-564-6334

| | |
|---|---|
| **From:** | Breiseth, Elizabeth (FTA) |
| **To:** | Weber, Susan (FTA); Samantha Odegard |
| **Cc:** | Mathis, Gregory (DOT) |
| **Subject:** | RE: Consulting Party Meeting Gold Line Bus Rapid Transit Project |
| **Date:** | Thursday, July 05, 2018 2:30:57 PM |
| **Attachments:** | image001.png<br>image002.png |

Ms. Odegard,

I wanted to reach out to you as a follow up to the email below from my colleague Susan Weber.

If you are interested in serving as a consulting party to the Gold Line Bus Rapid Transit Project, the first consulting party meeting has been scheduled for this coming Monday, July 9th from 1:30 to 3:30. The meeting will be held at the Gold Line Project office in St. Paul, and a call-in option has been made available.

If you are interested in participating, I will forward you meeting details.

Thanks so much, Elizabeth

**Elizabeth Breiseth**
Environmental Protection Specialist
U.S. Department of Transportation
Federal Transit Administration Region V
200 West Adams Street, Suite 320
Chicago, IL 60606
Email: elizabeth.breiseth@dot.gov
Direct: (312) 353-4315

**From:** Weber, Susan (FTA)
**Sent:** Tuesday, July 03, 2018 9:51 AM
**To:** Samantha Odegard <samanthao@uppersiouxcommunity-nsn.gov>
**Cc:** Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>; Mathis, Gregory (DOT) <greg.mathis@state.mn.us>
**Subject:** RE: Consulting Party Meeting Gold Line Bus Rapid Transit Project

Good Morning Ms. Odegard,

I do not have any record of other Tribes responding. I am copying the environmentalists both from FTA and MnDOT Cultural Resources Unit – Greg.

Please let us know if you are interested in serving as a consulting party for the Gold Line project.

**DEPARTMENT OF THE ARMY**
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MINNESOTA 55101-1678

REPLY TO
ATTENTION OF
Operations - Regulatory (MVP-2014-00621-BBY)

Ms. Kelley Brookins
Acting Regional Administrator
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, Illinois 60606

JUL 0 9 2018

Dear Ms. Brookins:

The U.S. Army Corps of Engineers, St Paul District, Regulatory Branch has received your letter dated June 15, 2018, concerning the designation of lead Federal agency pursuant to 36 CFR § 800.2. for the Gateway Corridor (Gold Line) Bus Rapid Transit Project. We agree that it is appropriate for the U.S. Department of Transportation, Federal Transit Administration to act as the lead Federal agency for the purposes of fulfilling our collective responsibilities under section 106 of the National Historic Preservation Act.

We appreciate your efforts to consider potential effects to historic properties and the expertise of the MnDot Cultural Resource Unit in that regard. We would still like to remain a consulting party during the review of this project and would only become more involved in historic property issues if for example measures to avoid effects to a historic property involved regulated impacts to waters of the United States.

If you have any questions concerning our role in the section 106 review please call Brad Johnson at (651) 290-5250. If you have questions about our regulatory program, please call Brian Yagle at (651) 290-5975.

Sincerely,

Chad Konickson
Chief, Regulatory Branch

Copies furnished:
Sarah Beimers, Mn SHPO
Greg Mathis, MnDOT CRU
Chelsa Johnson, Gold Line
Susan Weber, FTA

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)

August 7, 2018

Sarah Beimers
Minnesota State Historic Preservation Office
Administration Building #203
50 Sherburne Ave.
St. Paul, MN 55155-1402

RE: Gold Line (formerly Gateway Corridor) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Phase II Architecture/History Evaluations, SHPO #2014-0398

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is writing to continue consultation for the Gold Line (formerly Gateway Corridor) Bus Rapid Transit (BRT) Project (Project). As part of FTA's continuing efforts to identify historic properties that may be affected by the Project, please find attached for your review the results of four (4) Phase II evaluations completed for architecture/history properties located within the locally designated (City of St. Paul) Dayton's Bluff Heritage Preservation District (DBHPD).

In our January 30, 2018 letter, we notified your office of our determination that the DBHPD was not eligible for inclusion in the National Register of Historic Places (NRHP) as a historic district. We also stated that there were seven (7) potentially individually eligible properties that sit within both the DBHPD and the Project's Architecture/History Area of Potential Effect (APE). We noted that several were in areas that could potentially be less impacted or be removed from the APE due to possible design refinements being considered by the Project. Thus, we stated FTA would decide which properties required additional evaluation to determine their NRHP eligibility once we knew if the design refinements were feasible.

The "level of effort" provisions of 36 CFR § 800.4(b)(1) require agencies to take into account "the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the area of potential effects." In accordance with these provisions and based on additional information provided by the Project, MnDOT CRU and FTA determined that Phase II evaluations were not needed for three (3) of the seven (7) properties because they are all potentially eligible under NRHP Criterion C in the area of Architecture and potential effects, if any, are expected to be limited to indirect visual effects. These properties are:

- Peter Bott House and Garage (RA-SPC-2040), 326 Maria Avenue;
- Frederick Reinecker House #1 (RA-SPC-5208 and 2491), 702 East 3rd Street; and
- Frederick Reinecker House #2 (RA-SPC-5207 and 2490), 700 East 3rd Street.

MnDOT found and FTA determined that Phase II evaluations of these properties were unnecessary as it would not provide any important information that would be needed for assessing effects. However, for the

purpose of this consultation, FTA will treat these three (3) properties as though they are eligible for inclusion in the NRHP under Criterion C in the area Architecture and will assess potential effects of the Project on them in accordance with 36 CFR § 800.5.

In accordance with the "level of effort" provisions, MnDOT CRU and FTA also determined that the remaining four (4) properties required a Phase II evaluation to determine their eligibility for the NRHP. Based on the attached Phase II inventory forms, MnDOT CRU found, and has FTA determined the following:

- **Texas Company Service Station (previously referred to as Service Station) (RA-SPC-2284), 847 Hudson Road, St. Paul, Minnesota**
  The Texas Company Service Station is eligible for inclusion in the NRHP under Criterion A in the areas of Transportation and Commerce as a distinctive example of a 1929 service station on a busy national highway route. The property is also eligible under Criterion C in the area of Architecture as a distinctive commercial example of the Pueblo Revival style. This building appears to be the only Pueblo Revival style service station in Minnesota, and it is an important example of the Texaco Company's development of this Southwestern architectural form. The design was both domestic, evoking a small adobe house of the American Southwest, and programmatic, representing an unusual, eye-catching building along a busy interstate route. The period of significance is 1929–1949, which corresponds with the construction of the service station in 1929, through 1949, when divided U.S. Highway 12 was completed and access to the station from the highway was modified.
- **Bell-Weber House (previously referred to as the Charles W. Weber House) (RA-SPC-2481 and 5204), 661 East 3rd Street, St. Paul, Minnesota**
  The Bell-Weber House is eligible for inclusion in the NRHP at the local level under Criterion C in the area of Architecture as a distinctive middle-class example of an Italianate Style house in Saint Paul, which is embodied in its compact rectangular plan, hipped roof, full-length porch with decorative trim, chamfered columns, and embellished double-leaf entry. The Bell-Weber House is an outstanding example of middle-class housing in Dayton's Bluff. In addition to its intact design, the house retains a high degree of integrity of its historic materials. The period of significance is ca. 1880–1891, which corresponds with the construction of the original building and the completion of the rear addition.
- **Tandy Row (RA-SPC-2619 and 5232), 668–674 East 4th Street, St. Paul, Minnesota**
  Tandy Row is eligible for inclusion in the NRHP under Criterion C in the area of Architecture within the "Dayton's Bluff Development: 1857–1891" historic context as an excellent example of a late 1880s Queen Anne style rowhouse. It is also eligible under Criterion C in the area of Architecture as a work of noted architect John H. Coxhead. The rowhouse is an excellent example of his distinctive Queen Anne designs, applied here to his only apartment commission in Saint Paul. The period of significance is 1889, the year the building was constructed.
- **Kaese House and Warren E. Burger Home (previously referred to as the S. Kaese House and McLean School) (RA-SPC-2439), 695 Conway Street, St. Paul, Minnesota**
  This property is not eligible for the NRHP due to a lack of significance.

***In closing, we request concurrence with our National Register eligibility determinations within thirty (30) calendars days of this letter, which is September 7, 2018***. We also look forward to continuing to

consult with your office as we complete additional survey work within the Project's APE to identify historic properties for the NRHP that could be potentially affected by the Project.

Sincerely,

Jay M. Ciavarella
Director, Office of Planning and Program Development

Enclosures: Phase II Minnesota Individual Inventory Forms (4 total)

- Texas Company Service Station (RA-SPC-2284), August 2018
- Bell-Weber House (RA-SPC-2481 and 5204), July 2018
- Tandy Row (RA-SPC-2619 and 5232), July 2018
- Kaese House and Warren E. Burger Home (RA-SPC-2439), July 2018

cc (via email): Susan Weber, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Tony Greep, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Samantha Odegard, Upper Sioux Community
Greg Mathis, Minnesota Department of Transportation
Chris Beckwith, Gold Line Project Office
Lyssa Leitner, Gold Line Project Office
Jan Lucke, Washington County
Andy Gitzlaff, Ramsey County
Ed Shukle, City of Landfall Village
Virginia Gaynor, City of Maplewood
Steve Love, City of Maplewood
Bob Streetar, City of Oakdale
Christine Boulware, City of Saint Paul
Bill Dermody, City of Saint Paul
Janelle Schmitz, City of Woodbury

September 5, 2018

Mr. Jay Ciavarella
Federal Transit Administration
Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project
Ramsey and Washington Counties
SHPO Number: 2014-0398

Dear Mr. Ciaverella,

Thank you for continuing consultation on the above project. Information received in our office on 9 August 2018 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966, as amended, and implementing federal regulations at 36 CFR Part 800.

We have completed a review of your letter dated August 7, 2018, a submittal which included Phase II evaluations for four (4) properties located within the area of potential effects (APE) for this project. In a previous letter dated 30 January 2018, your agency identified seven (7) properties located within the project APE that would potentially require additional evaluation to determine their eligibility for listing in the National Register of Historic Places (NRHP), once additional Project design details were available.

Based on additional information provided by the Project, the FTA has determined that three (3) of the 7 properties do not need additional Phase II evaluation, as they have all been found to be potentially eligible under NRHP Criterion C in the area of Architecture, and any potential effects which may be caused by the Project are expected to be limited to indirect visual effects. The evaluation of these properties would not provide any additional information that would be needed for assessing and making a determination of effect. The 3 properties are:

- **Peter Bott House and Garage (RA-SPC-2040)**;
- **Frederick Reinecker House #1 (RA-SPC-5208 and RA-SPC-2491);** and
- **Frederick Reinecker House #2 (RA-SPC-5207 and RA-SPC-2490)**.

The FTA is treating these properties as though they are eligible for listing in the NRHP for purposes of this Section 106 review only and your agency will assess potential effects to these historic properties in accordance with 36 CFR 800.5.

The remaining four (4) properties were evaluated to determine their eligibility for listing in the NRHP. Based on the results of the evaluations, the FTA has made the following determinations:

- **Texas Company Service Station (RA-SPC-2284)** is eligible for listing in the NRHP under Criterion A in the areas of Transportation and Commerce as a distinctive example of a 1929 service station on a busy national highway route. The property is also eligible under Criterion C in the area of Architecture as a distinctive commercial example of the Pueblo Revival style. We concur with your agency's determination that this property is **eligible** for listing in the NRHP.

- **Bell-Weber House (RA-SPC-2481 and RA-SPC-5204)** is eligible for listing in the NRHP at the local level under Criterion C in the area of Architecture as a distinctive middle-class example of an Italianate Style house in St. Paul. We concur with your agency's determination that this property is **eligible** for listing in the NRHP.

•**Tandy Row (RA-SPC-2619 and RA-SPC-5232)** is eligible for listing in the NRHP under Criterion C in the area of Architecture as an excellent example of a late 1880s Queen Anne Style rowhouse. It is also eligible under Criterion C in the area of Architecture as a work of noted architect John H. Coxhead. We concur with your agency's determination that this property is **eligible** for listing in the NRHP.

•**Kaese House and Warren E. Burger Home (RA-SPC-2439)** is not eligible for listing in the NRHP due to lack of significance. We concur with your agency's determination that this property is **not eligible** for listing in the NRHP.

We look forward to continuing consultation with your agency as any additional survey work is completed and as the project plans proceed. Please contact me at (651) 201-3290 or sarah.beimers@state.mn.us with any questions on our review.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

cc via email: Greg Mathis, MnDOT Cultural Resources Unit

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)

November 13, 2018

Sarah Beimers
Minnesota State Historic Preservation Office
Administration Building #203
50 Sherburne Ave.
St. Paul, MN 55155-1402

RE: Gold Line (formerly Gateway Corridor) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Adjustments to the Area of Potential Effect, SHPO #2014-0398

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is writing to continue consultation for the Gold Line (formerly Gateway Corridor) Bus Rapid Transit (BRT) Project (Project). This submittal includes materials related to revisions to the Project's Area of Potential Effect (APE).

On December 21, 2015, the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU), under delegation of authority from FTA, defined an APE for the Project and your office concurred on January 22, 2016. Two APEs were defined, one for archaeological resources, and one for architecture/history properties.The APEs were described and mapped in *Gateway Corridor, Gold Line BRT: Archaeological and Architecture/History Area of Potential Effect* submittal. At the time, the Project was still in conceptual design (approximately 1 percent [%] design) (1% Plans). Several alignment alternatives were still under consideration for the eastern portion of the Project and many details were unknown. Recognizing that the full nature and scale of the Project would not become fully known until engineering and design work advanced, general APE limits were established for architecture/history properties and archaeological resources, with the parameters noting that the APEs for both property types would be reevaluateed and refined as design work advanced.

As we noted in our February 22, 2018 letter, the Locally Preferrred Alternaitve (LPA) was revised on December 8, 2016 to follow a new alignment east of I-694/494. Instead of paralleling I-94 all the way to Manning Avenue, the revised LPA turns south at Helmo Avenue, crosses over I-94, and then extends south along Bielenberg Drive to the Tamarac Village Shopping Center in Woodbury, resulting in an approximately 9-mile-long BRT line. Since that time there have been several additional scope changes and design refinements that will be evaluated in the Project's Environmental Assessment being prepared pursuant to to the requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. §§4321-4370h, as amended 42 U.S.C. 4371*et seq*).

Design work for the revised LPA, incuding subsequent scope changes and design refinements, has now advanced to approximately 10% design, resulting in additional detail not availaible in 2015. Therefore, per the directive in the 2015 APE parameters, FTA, with assistance from MnDOT CRU, has reevaluated and revised the archaeological and architecture/history APEs based on the 10% design. The attached map sets depict the revised archaeological and architecture/history APEs, superceeding the set of maps included in

the APE rationale provided to your office on December 21, 2015. For your reference, the maps also show areas within the revised APEs that have been prevouisly surveyed for the Project.

**Archaeological APE (Attachment A)**

The APE parameters defined in 2015 state that the archaeological APE will include the entirety of any areas of ground disturbing activity, including temporary easements, staging and storage areas, and borrow areas as defined by the Project, as well as the portions of properties proposed for acquision for the Project. Given the limited level of detail included in the 1% Plans, the archaeological APE, as mapped in 2015, was largely based on varying sized buffers around different Project elements, including the guideway centerline, station/stop centerpoints, park-and-ride facility footprints, and existing right-of-way (ROW) limits. The exception was properties identified for potential full acquisution where property lines were used. Although the current plans for the Project include considerably more detail than the 1% Plans, the rationale used to define the archaeological APE in 2015 largely remains valid. Therefore, based on a review of the approximately 10% design for the Project as of September 18, 2018, and with the understading that there are still many unknown details that could necessitate refinements of the LOD, we have revised the archaeological APE for the Project to include:

- All areas within 25' of the perimeter of the limits of disturbance (LOD) for the Project as defined on September 18, 2018. While the LOD is the anticipated actual limits of ground disturbing activity, the inclusion of a 25' buffer around it allows for some flexibility for minor adjustments to the LOD as design work advances without having to revise the APE.
- To provide additional flexibility as Project design advances, in a few areas the buffer extends out slightly further (more than 25’ beyond the LOD) to include the entirety of a parcel or right-of-way (ROW) and/or a 25’ buffer around a ROW rather than the LOD.
- The revised archaeological APE does not include the following:
    - The segment of the alignment that extends through the existing Smith Avenue Transit Center. The transit center is an existing structure where buses may lay over between runs. No improvements are currently proposed for this facility. If any are identified later in the design process, they would be within the existing transit center structure. Therefore, there is no potential for ground disturbing activity along this segment of the alignment, so this segment of the alignment is not included in the revised archaeological APE.
    - The segment of the Union Depot bus loop alignment and corresponding bus stop improvements proposed to be located on the deck for the former elevated rail yard are not included in the archaeological APE, because all Project related infrastructure improvements would be limited to the deck surface for the elevated railyard structure. Since there is no potential to cause any ground disturbance in this area, it is not included in the revised archaeological APE.

**Architecture/History APE (Attachments B)**

As defined in 2015, the architecture/history APE was based on a combination of adjacency to, views and walk sheds from, and sepcific distances around major Project elements such as the guideway, stations, bridges, and park-and-ride facilitys. The APE did not address other major and minor Project elements such as stormwater management facilities, or road and trail improvements needed to connect to other transportation systems. They also did not account for the the fact that some types of Project elements may have varying potential to effect historic properties. Therefore, FTA, with assistance from MnDOT CRU, has refined the architecture/history APE for the Project (Attachment B). The revised architecture/history APE is based on the Project’s approximately 10% design and informed by FTA’s *Transit Noise and*

*Vibration Impact Assessment Manual* (FTA, September 2018). The revisions are also informed by the supplemental architecture/history APE parameters prepared for the Southwest Light Rail Transit (LRT) project in 2014 and the METRO Blue Line Extension LRT project in September 2017, which provide guidance for considering the effects of infrastructure on historic properties that tends to be consistent across FTA projects such as related road and trail improvements, stormwater management facilities, etc. Looking ahead, FTA, with assistance from MnDOT CRU, will review Project design at major points in the design process and, if needed, revise the architecture/history APE to ensure potential effects of the project on historic properties are considered.

***We request your concurrence with the revised archaeology and architecture/history APEs for the Project within 30 days of this letter.*** If you have any questions, please contact Tony Greep at (312) 353-1646 or Anthony.greep@dot.gov. Thank you.

Sincerely,

Jay M. Ciavarella
Director, Office of Planning and Program Development

Enclosures: Attachment A: Gold Line BRT: Archaeological APE, as revised on 11/1/2018
Attachment B: Gold Line BRT: Architecture/History APE, as revised on 11/1/2018

cc (via email): Tony Greep, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Samantha Odegard, Upper Sioux Community
Greg Mathis, Minnesota Department of Transportation
Lyssa Leitner, Gold Line Project Office
Chelsa Johnson, Gold Line Project Office
Jan Lucke, Washington County
Andy Gitzlaff, Ramsey County
Ed Shukle, City of Landfall Village
Ginny Gaynor, City of Maplewood
Steve Love, City of Maplewood
Bob Streetar, City of Oakdale
Christine Boulware, City of Saint Paul
Bill Dermody, City of Saint Paul
Janelle Schmitz, City of Woodbury

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)

November 19, 2018

Mr. Reid Nelson
Director, Office of Federal Agency Programs
Advisory Council on Historic Preservation
401 F Street, NW, Suite 308
Washington, DC 20001-2637

RE:Invitation to Participate in Section 106 Programmatic Agreement for the Met Council Gold Line Bus Rapid Transit Project in Ramsey and Washington counties, Minnesota

Dear Mr. Nelson,

The Federal Transit Administration (FTA), the lead federal agency for the Gold Line Bus Rapid Transit Project (the Project), invites the Advisory Council on Historic Preservation (ACHP) to participate in a project Section 106 Programmatic Agreement (project PA) in accordance with 36 CFR 800.14(b)(3). Met Council, the project sponsor, is in Project Development (PD) for FTA's New Start program, which requires the completion of the environmental review process by January 19, 2020. Given the schedule constraints of PD, Met Council, FTA, and the Minnesota State Historic Preservation Office (MnSHPO) have agreed to develop a project PA to continue the identification of historic properties, determine effects from the Project on historic properties, and if adverse effects are identified, to avoid, minimize, or mitigate those effects.

The "Advisory Council on Historic Preservation Electronic Section 106 Documentation Submittal System (e106) Form" is included and summarizes the proposed Project and the Section 106 documentation and consultation that has occurred to date. MnSHPO has provided concurrence on the identification of historic resources and archaeological investigations conducted thus far. Copies of the *Revised Phase I and II Architecture/History Investigation for the Gateway Corridor* (March 2017) and *Revised Phase Ia Archaeological Assessment of the Gateway Corridor Project* (March 2017) are available upon request.

Should you have any questions, please do not hesitate to contact Tony Greep at (312) 353-1646 or anthony.greep@dot.gov.

Sincerely,

Kelley Brookins
Regional Administrator

Enclosures: ACHP e106 submittal

cc: Jay Ciavarella, FTA Region V

Tony Greep, FTA Region V
Elizabeth Breiseth, FTA Region V
Sarah Stokely, ACHP
Sarah Beimers, MnSHPO
Chelsa Johnson, Met Council
Greg Mathis, MnDOT CRU

# Advisory Council on Historic Preservation
# Electronic Section 106 Documentation Submittal System (*e*106) Form
# *MS Word* format

**Send to: *e106@achp.gov***

## I. Basic information

1. **Name of federal agency** (If multiple agencies, state them all and indicate whether one is the lead agency):

    - Federal Transit Administration (FTA)
    - United States Army Corps of Engineers (USACE)

    NOTES:

    - The USACE recognized FTA as the lead Federal agency responsible for fulfilling their collective responsibilities under Section 106 (correspondence attached).
    - FTA designated the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) to carry out many aspects of the Section 106 review process for the project (correspondence attached). Under this designation, this consultation documentation has been prepared by MnDOT CRU

2. **Name of undertaking/project** (Include project/permit/application number if applicable):

    Gold Line Bus Rapid Transit (BRT) Project

3. **Location of undertaking** (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands):

    The Gold Line BRT Project is an approximately 9- to 10-mile long transitway located in Ramsey and Washington counties, in the eastern part of the Twin Cities Metropolitan Area. The corridor extends easterly, roughly parallels Interstate 94 (I-94), from Downtown Saint Paul to just east of I-694/494 where it will turn and extend in a southerly direction, roughly paralleling I-494, to the Woodbury Theater Park-and-Ride facility. The line would better connect downtown St. Paul with its east-side neighborhoods and the suburban cities of Maplewood, Landfall, Oakdale, and Woodbury.

    Land ownership in the corridor is a mix of public and private; no tribal lands are affected.

4. **Name and title of federal agency official and contact person for this undertaking**, including email address and phone number:

Tony Greep
U.S. Department of Transportation
Federal Transit Administration, Region V
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

5. **Purpose of notification.** Indicate whether this documentation is to:

- propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 CFR § 800.14(b)(3).

**II. Information on the Undertaking***

**6. Describe the undertaking and nature of federal involvement** (if multiple federal agencies are involved, specify involvement of each):

FTA may provide federal funding to the Metropolitan Council (Met Council) for the Project and has determined that the Project is an undertaking pursuant to 36 CFR § 800.

The Gold Line BRT Project is a planned 9- to 10-mile long transitway located in Ramsey and Washington counties in the eastern part of the Twin Cities Metropolitan Area. The corridor is roughly parallel to Interstate 94 (I-94) and I-494, and is comprise of four segment alignments: A1, B, C, and D3. Alignment A1 is located in downtown Saint Paul and would operate in mixed traffic or existing bus only lanes, and no roadway improvements are proposed as part of this project. The route enters and leaves the Union Depot at the intersection of Kellogg Boulevard and Broadway Street, after traveling through downtown St. Paul via the existing Smith Avenue Transit Center. Alignment B would begin at the intersection of Kellogg Boulevard and Mounds Boulevard and extend to White Bear Avenue. This segment operates in dedicated guideway roughly parallel to I-94. Construction of a new bridge over Johnson Parkway and a BRT-exclusive bridge over the Wilson Avenue/Etna Street/TH 61 intersection would occur. Alignment C would begin at White Bear Avenue and end on the west side of the existing 4th Street Bridge over I-694, operating in dedicated guideway. BRT exclusive underpasses would be constructed under White Bear Avenue and Ruth Street and BRT-exclusive bridges over McKnight Road and Century Avenue will be constructed. At Tanners Lake, the BRT would operate in mixed-traffic until just east of Greenway Avenue and then return to dedicated guideway split along Hudson Boulevard. The split guideway would turn north and follow Hadley Avenue to 4th Street where BRT service would transition to operate in mixed traffic. Alignment D3 would begin where 4th Street crosses over I-694 and extend to the existing Woodbury Theatre Park-and-Ride, utilizing a new bridge to be constructed over I-94. This segment operates in a combination of mixed-traffic and multiple dedicated guideway configurations before returning to mixed traffic as it approaches the Woodbury Theater terminus. In addition to new guideway and bridges as noted above, the Project requires construction stations at 15 locations and three park-and-rides.

The Project sponsor, the Metropolitan Council (Council), is seeking federal funding under the Capital Investment Grant program from the FTA to construct the undertaking.

The Council is also seeking a permit from the USACE pursuant to 33 U.S.C. Section 11 and Section

404 of the Clean Water Act (Section 404), 33 U.S.C. Section 1251-1376, as amended, to construct the undertaking.

Additional information can be found on the Project website: https://www.metrotransit.org/gold-line-project

**7. Describe the Area of Potential Effects**:

The Area of Potential Effect (APE) was developed in consultation with the Minnesota State Historic Preservation Office (MnSHPO). Comments on the APE have also been solicited from consulting parties as part of the Section 106 process. MnSHPO concurred with the APE on January 22, 2016. Revisions to the APE resulting from advanced design were submitted to MnSHPO for review on November 13, 2018.

For this Project, two APEs were identified to account for potential effects to historic properties, one for architecture/history resources and one for archaeological resources. The APE for archaeological resources includes the Project footprint, as defined on September 18, 2018, which includes any areas that might be subject to ground-disturbing activities (e.g., construction areas, storm water management, etc.) or acquisition. It also includes a slight buffer around the current limits of disturbance to allow for minor adjustments in the limits of disturbance as project design advances. The architecture/history APE includes any architecture/history parcels that may be directly affected, or indirectly visually or by noise and vibration from the operation the Project, and by temporary effects such as construction noise, staging areas, etc. Maps of the architecture/history APE and archaeological APE, as revised on November 13, 2018, are attached.

**8. Describe steps taken to identify historic properties**:

During the development of the APE in 2015, MnDOT CRU, on behalf of FTA, consulted with MnSHPO to define a research methodology for identifying archaeological and architecture/history properties within the Project's archaeological and architecture/history APEs. MnSHPO provided comments on the research design that were incorporated into the final revised research design. A copy of the final revised research design is attached. As of the time of this submittal, one (1) archaeological investigation and several architecture/history surveys have been undertaken to identify historic properties that could be potentially affected within the Project's architecture/history and archaeological APEs and evaluate their eligibility for the National Register of Historic Places (NRHP).

Archaeology

Consultants conducted background research to identify surveys previously conducted within the vicinity of the Project and previously recorded sites within one mile (1.6 kilometers [km]) of the Project alignment. Consultants identified and assessed historical maps, aerial photographs and other documents, including the results of a Mn/MODEL analysis conducted by MnDOT CRU in January 2017 of the survey area. Although no field survey was conducted, the assessment did not identify any previously identified archaeological sites within the area assessed, nor did it identify any areas of high archaeological potential for either pre-contact or post contact significant and intact archaeological resources to exist. Thus, there are no known National Register eligible archaeological resources and there is low potential for the existence of any significant unknown archaeological resources.

The archaeological APE has been revised based on advanced design and is under review at MnSHPO. After MnSHPO concurs with the APE revisions, additional archaeological investigations will be conducted of areas added to the archaeology APE.

The report is available from the project office SharePoint:
https://metcmn.sharepoint.com/sites/GOLD/FTA_ENVIRONMENTAL_COORDINATION/Forms/AllItems.aspx?e=2%3Ab8f6e0badbe04f6c925a21f28bc41a71

Architecture/History

***Phase II Architecture/History Evaluation of the Dayton's Bluff Heritage Preservation District (2017)***

This Phase II survey evaluated the locally designated (City of Saint Paul) Dayton's Bluff Heritage Preservation District (DBHPD). Although only a portion of the local heritage preservation district is within Project's architecture/history APE, in order to determine if the DBHPD, or any portion(s) of it within the Project's APE (190 properties), are eligible for inclusion in the NRHP, all 534 properties in the local heritage preservation district were documented. Based on the results of the evaluation, the DBHPD was found to possess significance under NRHP Criterion A in the areas of Community Planning and Development and Social History and under Criterion C in the area of Architecture, but lacked sufficient historic integrity to meet NRHP requirements for eligibility. The report also completed a Phase I evaluation of the 190 properties in the district that were within the Project's architecture/history APE to determine their potential eligibility for the NRHP. Two are listed in the NRHP: Schornstein Grocery and Saloon, and the Euclid View Flats (both now fall outside the revised APE limits). Seven other properties were identified as potentially eligible for the NRHP (for the purposes of the undertaking, FTA is treating for of these properties as though they are eligible for the NRHP). The remaining 181 properties were found to be not eligible for the NRHP due to a lack of significance and/or a loss of integrity.

The report is available from the project office SharePoint:
https://metcmn.sharepoint.com/sites/GOLD/FTA_ENVIRONMENTAL_COORDINATION/Forms/AllItems.aspx?e=2%3Ab8f6e0badbe04f6c925a21f28bc41a71

***Phase I and II Architecture/History Survey of Areas Outside the Dayton's Bluff Heritage Preservation District (2017)***

This Phase I /II survey studied most of the areas within the Project's architecture/history APE outside of the DBHPD. A total of 569 properties were identified in the Project's architecture/history APE, but outside the boundaries of the DBHPD. The report identified the following NRHP listed properties: Giesen-Hauser House/Peter & Mary Giesen House; Lowertown Historic District; Saint Paul Union Depot; Saint Paul Public Library / James J. Hill Reference Library; U.S. Post Office, Courthouse and Customs House; and Mickey's Diner (falls outside the revised APE limits). It also identified four properties that have been previously determined as eligible for inclusion in the NRHP: Urban Renewal Historic District, Saint Paul Athletic Club, First National Bank, and the Rice Park Historic District. The report recommended five properties as potentially eligible for the NRHP and completed Phase II evaluation for four of these properties, of which two were found to be eligible for the NRHP: Saint Paul Hotel and Grace Lutheran Church.

The report is available from the project office SharePoint:
https://metcmn.sharepoint.com/sites/GOLD/FTA_ENVIRONMENTAL_COORDINATION/Forms/AllItems.aspx?e=2%3Ab8f6e0badbe04f6c925a21f28bc41a71

***Additional Phase II Evaluations***

Based on the results of the two surveys completed in 2017, Phase II evaluations were completed for five individual properties, four in the DPHPD, and one outside the DBHPD. Of these properties, four were found to be eligible for the NRHP: Texas Oil Company Service Station, Bell-Weber House, Tandy Row, and 3M Center.

The architecture/history APE has been revised based on advanced design and is under review at MnSHPO. After MnSHPO concurs with the APE revisions, additional architecture/history surveys will be conducted of areas added to the architecture/history APE.

**9. Describe the historic property** (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

A total of twenty-five (25) NRHP listed and eligible historic properties, and four (4) properties FTA is treating as eligible for the purpose of completing Section 106, are located within the undertaking's architecture/history and archaeological APEs. All of these properties are listed in Table 1.

*Table 1. NRHP Listed and Eligible Properties in the Project's APE*

| MnSHPO Inventory No. | Historic Name | Property Address | NRHP Status | Eligibility Criteria & Area of Significance |
|---|---|---|---|---|
| RA-MWC-0010 | 3M Center | 2301 McKnight Road, Maplewood | Eligible | Criterion: A<br>Areas of Significance:<br>• Commerce<br>• Innovation |
| RA-SPC-8465 | Grace Lutheran Church | 1730 Old Hudson Road, Saint Paul | Eligible | Criterion: A<br>Area of Significance:<br>• Architecture |
| RA-SPC-8497 | Johnson Parkway | N/A Johnson Parkway, Saint Paul | Treating as Eligible | Criteria: A & C<br>Areas of Significance:<br>• Community Planning & Development<br>• Entertainment / Recreation<br>• Landscape Architecture |
| RA-SPC-4693 | Giesen-Hauser House/Peter & Mary Giesen House | 827 Mound Street, Saint Paul | Listed | Criteria: A & C<br>Areas of Significance:<br>• Architecture<br>• Commerce |
| RA-SPC-2284 | Texas Company Service Station | 847 Hudson Road, Saint Paul | Eligible | Criteria: A & C<br>Areas of Significance<br>• Architecture<br>• Commerce<br>• Transportation |
| RA-SPC-2481, RA-SPC-5204 | Bell-Weber House | 661 East Third Street, Saint Paul | Eligible | Criterion: C<br>Area of Significance:<br>• Architecture |
| RA-SPC-2491, RA-SPC-5208 | Frederick Reinecker House #1 | 702 East Third Street, Saint Paul | Treating as Eligible | Criterion: C<br>Area of Significance: |

| MnSHPO Inventory No. | Historic Name | Property Address | NRHP Status | Eligibility Criteria & Area of Significance |
|---|---|---|---|---|
| | | | | • Architecture |
| RA-SPC-2490, RA-SPC-5207 | Frederick Reinecker House #2 | 700 East Third Street, Saint Paul | Treating as Eligible | Criterion: C<br>Area of Significance:<br>• Architecture |
| RA-SPC-2040 | Peter Bott House and Garage | 326 Maria Avenue, Saint Paul | Treating as Eligible | Criterion: C<br>Area of Significance:<br>• Architecture |
| RA-SPC-2619, RA-SPC-5232 | Tandy Row | 668–674 East Fourth Street, Saint Paul | Eligible | Criterion: C<br>Area of Significance:<br>• Architecture |
| RA-SPC-4580 | Lowertown Historic District | Roughly bounded by Shepard Road and Kellogg Boulevard, Broadway Street, 7th Street, and Sibley Street, St. Paul | Listed | Criteria: A & C<br>Areas of Significance:<br>• Architecture, Commerce<br>• Community Planning & Development<br>• Industry |
| RA-SPC-5462 | Finch, VanSlyck and McConville Dry Goods Company Building | 366 Wacouta Street, Saint Paul | Listed individually and as a contributing property to the Lowertown Historic District | Criteria: A & C (individual)<br>Areas of Significance:<br>• Commerce<br>• Engineering |
| RA-SPC-5225, RA-SPC-6907 | Saint Paul Union Depot | 214 East 4th Street (roughly bounded by Shepard Road, Wacouta Street, 4th Street, and Sibley Street), Saint Paul | Listed individually, portions are within and contributing to the Lowertown Historic District | Criteria: A & C (Individual)<br>Areas of Significance:<br>• Architecture<br>• Engineering<br>• Transportation |
| RA-SPC-4518 | United States Post Office and Custom House | 180 East Kellogg Boulevard, Saint Paul | Listed | Criterion: A<br>Area of Significance:<br>• Politics / Government |
| RA-SPC-1979 | Merchants National Bank Building | 366–368 Jackson Street, Saint Paul | Listed | Criteria: A & C<br>Areas of Significance:<br>• Architecture<br>• Commerce<br>• Politics / Government |
| RA-SPC-3167, RA-SPC-5223, RA-SPC-6903 | Pioneer Press and Endicott Buildings | 332 North Robert Street and 142 East Fifth Street, Saint Paul | Listed | Criteria: A & C<br>Areas of Significance:<br>• Architecture |

| MnSHPO Inventory No. | Historic Name | Property Address | NRHP Status | Eligibility Criteria & Area of Significance |
|---|---|---|---|---|
| | | | | • Commerce<br>Communications (Pioneer Building only) |
| RA-SPC-3170 | Manhattan Building | 360 North Robert Street, Saint Paul | Listed | Criteria: A, B & C<br>Areas of Significance:<br>• Architecture<br>• Commerce |
| RA-SPC-8364 | Urban Renewal Historic District (URHD) | Roughly bounded by Kellogg Boulevard and Wabasha, Sixth, and Jackson Streets, Saint Paul | Eligible | Criterion: A<br>Areas of Significance:<br>• Community Planning & Development<br>• Social History |
| RA-SPC-8907 | Mutual Life Insurance Company Building | 345 Cedar Street, Saint Paul | Listed individually, also a contributing property to the URHD | Criterion: A & C (individual)<br>Areas of Significance:<br>• Architecture<br>• Commerce |
| RA-SPC-5446, RA-SPC-8096 | Osborn Building | 370 North Wabasha Street, Saint Paul | Listed individually, also a contributing property to the URHD | Criteria: C (Individual)<br>Area of Significance:<br>• Architecture |
| RA-SPC-3168, RA-SPC-4645 | First Farmers and Merchants Bank/First National Bank Building | 332 Minnesota Street, St. Paul | Eligible individually, also within the URHD, with portions contributing to the URHD | Criterion: A (Individual)<br>Area of Significance:<br>• Commerce |
| RA-SPC-0050 | Saint Paul Athletic Club | 340 Cedar Street, St. Paul | Eligible individually, also within the URHD | Criteria: A & C (Individual)<br>Areas of Significance:<br>• Architecture<br>• Social History |
| RA-SPC-5444 | Germania Bank | 6 West Fifth Street, Saint Paul | Listed | Criterion: C<br>Area of Significance:<br>• Architecture |
| No inventory number on file | Rice Park Historic District (RPHD) | Roughly bounded by West Sixth, St. Peter, and Washington streets, and West Kellogg Boulevard, Saint Paul | Eligible (certified by the Keeper of the NRHP) | Criterion: A<br>Areas of Significance are not clearly stated in documentation other than that the district had "a significant role in the |

| MnSHPO Inventory No. | Historic Name | Property Address | NRHP Status | Eligibility Criteria & Area of Significance |
|---|---|---|---|---|
| | | | | history of Saint Paul through contributions on area of social, cultural, political, and economic development." |
| RA-SPC-5245 | Saint Paul Public Library / James J. Hill Reference Library | 80–90 West 4th Street, Saint Paul | Listed individually, also a contributing property to the RPHD | Criteria: A and C (Individual)<br>Areas of Significance:<br>• Architecture<br>• Education |
| RA-SPC-5266 | United States Post Office, Courthouse, and Customs House (Landmark Center) | 75 West 5th Street, Saint Paul | Listed individually, also a contributing property to the RPHD | Criterion: C (Individual)<br>Area of Significance:<br>• Architecture |
| RA-SPC-3493 | Saint Paul Hotel | 350 North Market Street, Saint Paul | Eligible individually and as a contributing property to the RPHD | Criteria: A & C (Individual)<br>Areas of Significance:<br>• Architecture<br>• Commerce |
| RA-SPC-3495 | Hamm Building | 408 Saint Peter Street, Saint Paul | Listed | Criterion: C<br>Area of Significance:<br>• Architecture |
| RA-SPC-5360 | New Palace Theatre / St. Francis Hotel | 1–33 West Seventh Place and 435–437 North Wabasha Street | Eligible | Criterion: A<br>Areas of Significance:<br>• Commerce<br>• Entertainment / Recreation |

**10. Describe the undertaking's effects on historic properties**:

The undertaking's effects on historic properties have not yet been determined. There is on-going work in the identification of historic properties and design will need to be advanced in some locations to determined effects. Effects will be determined under the project PA.

**11. Explain how this undertaking would adversely affect historic properties** (include information on any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

Effects will be determined under the project PA.

**12. Provide copies or summaries of the views provided to date by any consulting parties, Indian**

**tribes or Native Hawai'ian organizations, or the public**, including any correspondence from the SHPO and/or THPO.

Attached are copies of:

- Written correspondence between FTA and Indian tribes and THPOs;
- Written correspondence from FTA and MnDOT CRU to MnSHPO and consulting parties, including selected material transmitted with the correspondence;
- Written correspondence from MnSHPO and consulting parties to FTA and MnDOT CRU; and
- Consultation meeting agendas.

**III. Optional Information**

**13. Please indicate the status of any consultation that has occurred to date.** Are there any consulting parties involved other than the SHPO/THPO? Are there any outstanding or unresolved concerns or issues that the ACHP should know about in deciding whether to participate in consultation?

Consultation for this project has been on-going. Several consulting parties other than SHPO have been involved but there are no outstanding or unresolved concerns.

**14. Does your agency have a website or website link where the interested public can find out about this project and/or provide comments?** Please provide relevant links:

https://www.metrotransit.org/gold-line-project

**15. Is this undertaking considered a "major" or "covered" project listed on the Federal Infrastructure Projects Permitting Dashboard or other federal interagency project tracking system?** If so, please provide the link or reference number:

**The following are attached to this form** (check all that apply):

__X_ Section 106 consultation correspondence

__X_ Maps, photographs, drawings, and/or plans

__X_ Additional historic property information

__X_ Other: See list below

**LIST OF ATTACHMENTS:**

01 USACE correspondence recognizing FTA as lead Federal Agency

02 FTA designation of authority to MnDOT CRU

03a Gold Line BRT Archaeological APE map, as revised on 11/13/2018

03b Gold Line BRT Architecture/History APE map, as revised on 11/13/2018

04a Gateway Corridor Methodology for Archaeological and Architecture/History Surveys

05a Indian tribe and THPO invitation to consult correspondence

05b Indian tribe and THPO responses

06a SHPO and consulting parties correspondence

06b SHPO and consulting parties correspondence

07 Consultation meeting agendas

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)

November 29, 2018

Sarah Beimers
Minnesota State Historic Preservation Office
Administration Building #203
50 Sherburne Ave.
St. Paul, MN 55155-1402

RE: Gold Line (formerly Gateway Corridor) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota: Intent to Prepare a Programmatic Agreement, SHPO #2014-0398

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is writing to continue consultation for the Gold Line Bus Rapid Transit Project (Gold Line BRT). This letter serves to notify you of FTA's intent to develop a project Programmatic Agreement (PA) in accordance with the provisions of 36 § CFR 800.14 to guide the implementation of the Section 306108 (herinafter referred to as Section 106) process for Gold Line BRT. The PA developed for Gold Line BRT will also fulfill an uncompleted mitigation obligation from the Central Corridor Light Rail Transit (Central Corridor) Project PA. Additional correspondence will be sent to your office as well as the Advisory Council on Historic Preservation (ACHP) regarding the Central Corridor PA.

Met Council, the project sponsor, is in Project Development (PD) for FTA's New Start program, which requires the completion of the environmental review process by January 19, 2020. Given the schedule constraints of PD and the remaining work required to complete the Section 106 consultation process, Met Council, FTA, the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU), and your office discussed during a call on October 19, 2018 the option to develop a project PA to continue the identification of historic properties, determine effects from the Project on historic properties, and if adverse effects are identified, to avoid, minimize, or mitigate those effects.

FTA intends to include a stipulation in the Gold Line BRT PA requiring consultation with MnSHPO to prepare design guidelines for the city block located within the Urban Renewal Historic District bounded by Cedar, 4th, 5th and Minnesota streets. This stipulation was included in the Central Corridor PA (referenced above), which expired in December 2015. While the design guidelines were developed and adopted by the City of St. Paul in 2017 after the expiration of the PA, consultation with MnSHPO did not occur. Due to the location of a Gold Line BRT station in the city block bounded by Cedar, 4th, 5th, and Minnesota streets, the design guideline stipulation will be included in the Gold Line BRT PA to 1) inform a context sensitive design of the station and 2) to remedy the oversight that occurred with the Central Corridor PA through consultation with MnSHPO and revision and re-adoption of those guidelines by the City of St. Paul as necessary.

FTA looks forward to consulting with your office and other consulting parties, per the provisions of 36 §

CFR 800.14, to develop and implement a PA for Gold Line BRT. If you have any questions, please contact Tony Greep at (312) 353-1646 or Anthony.greep@dot.gov.

Sincerely,

Jay M. Ciavarella
Director, Office of Planning and Program Development

cc (via email): Tony Greep, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Samantha Odegard, Upper Sioux Community
Greg Mathis, Minnesota Department of Transportation
Lyssa Leitner, Gold Line Project Office
Chelsa Johnson, Gold Line Project Office
Jan Lucke, Washington County
Andy Gitzlaff, Ramsey County
Ed Shukle, City of Landfall Village
Ginny Gaynor, City of Maplewood
Steve Love, City of Maplewood
Bob Streetar, City of Oakdale
Christine Boulware, City of Saint Paul
Bill Dermody, City of Saint Paul
Janelle Schmitz, City of Woodbury

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)

November 30, 2018

Mr. Chad Konickson
U.S. Army Corps of Engineers
Regulatory Branch Chief, St. Paul District
180 5th St. E., Suite 700
St. Paul, MN 55101-1678

RE: Gold Line (formerly Gateway Corridor) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota: Intent to Prepare a Programmatic Agreement, SHPO #2014-0398

Dear Mr. Konicson,

On June 15, 2018, in accordance with 36 CFR Part 800.2(a)(2), the Federal Transit Administration (FTA) invited the United States Army Corps of Engineers (USACE) to designate our agency as the lead Federal agency and to act on the USACE's behalf for meeting the requirements of Section 106 on the Gold Line Bus Rapid Transit (BRT) Project (Project), a proposed 9-mile long BRT facility between St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota. USACE concurred with this designation in a July 9, 2018 response letter.

FTA is writing to notify you of its intent to use alternate procedures, as allowed for by 36 CFR § 800.14, to complete the remainder of Section 106 process for the Project. Specifically, FTA intends to develop and implement a Programmatic Agreement (PA) to direct the implementation of efforts to identify additional historic properties, assess effects of the Project on historic properties, and resolve any adverse effects. Therefore, FTA is inviting USACE to participate in the development of the PA. If USACE is interested in participating, we request that you please response by December 17, 2018.

As part of our efforts to negotiate the terms of the PA, FTA intends to hold a consultation meeting with the Minnesota State Historic Preservation Office and other consulting parties in December 2018 to consider potential measures to include in the agreement. This meeting is tentatively scheduled for:

Date: December 18, 2018
Time: 1:30-3:30 p.m.
Place: Gold Line Project Office
121 7th Pl. E., Suite 102
St. Paul, MN 55101

Please let us know if you are interested in participating in this meeting and we can provide additional details as they become available, including conference call information for those who are not able to attend in person.

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

December 13, 2018

Jay Ciavarella
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago IL 60606-5253

RE: Gold Line (formerly Gateway Corridor) Bus Rapid Transit Project
Washington and Ramsey Counties, Minnesota
SHPO Number: 2014-0398

Dear Mr. Ciavarella,

Thank you for continuing consultation with our office regarding the above project. Information received in our office on November 13, 2018 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966, as amended, and implementing federal regulations at 36 CFR § 800.

We have completed our review of your letter dated November 13, 2018 along with the extensive documentation, including narrative description and map sets (dated 11/1/18), submitted in support of your agency's revisions to the previously determined and defined APEs for the proposed Project. We sincerely appreciate the fact that your agency, in partnership with your delegated agent, the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT CRU), have taken the time to reexamine the validity of the previously defined APEs (which were defined in 2015 at a very early design stage for the Project), to further develop and articulate a clearly understood basis for how the APEs are defined for certain aspects of the Project's construction, as well as complete a re-evaluation and revision to the APEs to assure validity with the scope and nature of the Project, as it is currently designed, and provide our office and consulting parties with the opportunity to review and comment.

Based upon information provided to our office at this time, we agree with your agency's determination that the parameters for defining the APEs for both archaeological properties and architecture/history properties and the subsequent revisions to the APEs for each property type, as documented in the recently submitted maps, are appropriate in order to take into account the potential direct and indirect effects of the proposed Project as we currently understand it. We agree with your agency's recommendation that, 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 and others may be necessary in order to revise the current APEs.

If you have any questions or concerns regarding this comment letter, please feel free to contact me at (651) 201-3290 or sarah.beimers@state.mn.us.

Sincerely,

Sarah J. Beimers

Sarah Beimers
Environmental Review Program Manager

cc via email only:
Greg Mathis, MnDOT CRU

## Mathis, Gregory (DOT)

**From:** Yagle, Brian B CIV USARMY CEMVP (US) <Brian.B.Yagle@usace.army.mil>
**Sent:** Tuesday, December 18, 2018 1:48 PM
**To:** Mathis, Gregory (DOT)
**Subject:** RE: 2014-00621-BBY - 7-9-2018 - Brookins - FTA Letter

Hello Greg,

Jay Ciavarella sent the Corps a letter on November 20, 2018, asking if the Corps wanted to participate in the development of the PA for the Gold Line project. We would be happy to provide comments on the PA, if necessary. I have written you our response because I do not have an email address for Mr. Ciavarella.

Let me know if you have any additional questions.

Thanks,

Brian Yagle
Project Manager
U.S. Army Corps of Engineers
St. Paul District, Regulatory Branch
180 Fifth Street East, Suite 700
St. Paul, MN 55101
651.290.5975

-----Original Message-----
From: Mathis, Gregory (DOT) [mailto:greg.mathis@state.mn.us]
Sent: Monday, July 9, 2018 10:21 AM
To: Meyer, Colleen M CIV CEMVP CEMVD (US) <Colleen.M.Meyer@usace.army.mil>; Yagle, Brian B CIV USARMY CEMVP (US) <Brian.B.Yagle@usace.army.mil>
Cc: Beimers, Sarah (ADM) <sarah.beimers@state.mn.us>; chelsa.johnson@metrotransit.org; susan.weber@dot.gov
Subject: [Non-DoD Source] RE: 2014-00621-BBY - 7-9-2018 - Brookins - FTA Letter

Colleen,

Thank you for sending the letter. We will continue to copy Brad and/or Brian as appropriate on items related to Section 106.

Greg

Greg Mathis
MnDOT Cultural Resources Unit
395 John Ireland Blvd., MS 620
St. Paul, MN 55155
651-366-4292
greg.mathis@state.mn.us

Preserving America's Heritage

December 20, 2018

Mr. Tony Greep
U.S. Department of Transportation
Federal Transit Administration, Region V
200 W. Adams Street, Suite 320
Chicago, IL 60606

Ref: *Proposed Gold Line Bus Rapid Transit (BRT) Project*
*Ramsey and Washington Counties, Minnesota*
*ACHPConnect Log Number: 013441*

Dear Mr. Greep:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the Minnesota State Historic Preservation Officer (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the PA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

December 21, 2018

Jay Ciavarella
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago IL 60606-5253

RE: Gold Line (formerly Gateway Corridor) Bus Rapid Transit Project
Washington and Ramsey Counties, Minnesota
SHPO Number: 2014-0398

Dear Mr. Ciavarella,

Thank you for continuing consultation with our office regarding the above project. Information received in our office on November 30, 2018 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966, as amended, and implementing federal regulations at 36 CFR § 800.

We have completed our review of your letter dated November 29, 2018 in which your agency formally proposes to continue consultation with our office and others in order to pursue development and execution of a project-specific Programmatic Agreement (PA) to satisfy your agency's Section 106 responsibilities for the proposed Gold Line Bus Rapid Transit Project (BRT). Considering the expedited environmental review requirements that this Project has as part of the FTA's New Start program, we agree that development and implementation of a PA is appropriate under 36 CFR 800.14.

We do not agree, however, with your agency's proposal to include in the PA for the Gold Line BRT Project provisions to address the unfinished mitigation, specifically the development of design guidelines for the Urban Renewal Historic District in downtown Saint Paul, which was required to be completed pursuant to Stipulation VII (B) of the PA for a separate federal undertaking, the Central Corridor Light Rail Project, prior to the agreement's expiration in 2015. We follow the guidance issued by the Advisory Council on Historic Preservation (ACHP) in situations where Section 106 agreements expire before mitigation measures have been completed:

> *If the agreement expires before the undertaking or mitigation measures have been completed, the federal agency must reinitiate consultation to develop a new agreement to resolve the adverse effects from the undertaking. The new agreement may acknowledge, incorporate, or continue already agreed upon measures.*

Although we will agree to continue consultation regarding the Urban Renewal Historic District design guidelines as part of the Gold Line BRT Project Section 106 review, as this historic district is located within the Area of Potential Effect for the proposed undertaking, it would not be appropriate to include this unfinished Central Corridor LRT Project mitigation in the proposed Gold Line BRT Project's PA as these are two separate federal undertakings. We agree to continue to consult with your agency and the ACHP to seek resolution to the Central Corridor PA situation as a separate matter.

If you have any questions or concerns regarding this comment letter, please feel free to contact me at (651) 201-3290 or sarah.beimers@state.mn.us. We look forward to continuing consultation with your agency, Metropolitan Council, and others, on this important transportation project.

Sincerely,

Sarah Beimers
Environmental Review Program Manager

cc via email only:
Greg Mathis and Barbara Howard, MnDOT CRU
Elizabeth Breiseth and Tony Greep, FTA
Sarah Stokely, ACHP

| | |
|---|---|
| **From:** | Mathis, Gregory (DOT) |
| **To:** | "Andrew.D.Beaudet@usace.army.mil"; brad.a.johnson@usace.army.mil; Samantha Odegard (samanthao@uppersiouxcommunity-nsn.gov); Jan.Lucke@co.washington.mn.us; Gitzlaff, Andrew J; Ed Shukle (eshukle@cityoflandfall.com); "Virginia Gaynor"; Steve Love; bob.streetar@ci.oakdale.mn.us; Christine Boulware; Bill Dermody; Janelle Schmitz (janelle.schmitz@woodburymn.gov); Sarah Beimers (sarah.beimers@state.mn.us) |
| **Cc:** | Tony Greep (anthony.greep@dot.gov); Elizabeth Breiseth (elizabeth.breiseth@dot.gov); Sarah Beimers (sarah.beimers@state.mn.us); "Leitner, Lyssa"; Johnson, Chelsa; Atwood Hatzenbuhler, Stephanie (DOT); Howard, Barbara (DOT); Zschomler, Kristen (DOT) |
| **Subject:** | Gold Line BRT: Section 106 consult meeting - PA |
| **Date:** | Tuesday, January 08, 2019 5:02:00 PM |
| **Attachments:** | GTWY_PA_DRAFT_01.docx |

Dear Gold Line BRT Section 106 Consulting Parties,

In its letter of November 29, 2018, the FTA notified Section 106 consulting parties of its intent to develop a programmatic agreement (PA) to guide the completion of the Section 106 process for the Gold Line BRT Project. To help guide the development of the PA we are planning to hold a consultation meeting to seek input from Consulting Parties. Stephanie sent you an Outlook invite back in early December, but in case you no longer have it, here are the details:

Date: January 15, 2019
Time: 1:00-3:00 p.m.
Location: Gold Line Project Office

If you are unable to attend in person, you have two options to join the meeting:

- Webex: https://m.iconf.net/JosephKlein
- Conference call
  - Standard Dial-in: (619) 377-3319
  - Toll Free: (888) 742-5095
  - Conference Code: 2266387486 #

In preparation for the meeting, please find attached for your review the first DRAFT of the proposed document. The attached draft is a work in progress and very much intended to be a preliminary attempt to get the basic processes that would commonly be codified in a programmatic agreement into a single document. It is very important to remember that the attached document is a ***draft*** and, as such, can be modified.

As may or may not already know, FTA staff are currently furloughed because of the partial federal government shut down. Since we really value your input and, therefore, wanted to give you as much time as possible to review the document before the meeting, MnDOT CRU and the Gold Line Project Office decided to send the draft now in the hopes that FTA stall will be back to work by the time of next Tuesday's meeting. We recognize that some Consulting Parties may not wish to participate in the meeting next week if the federal government is not present. Given the unpredictability of the shutdown, at this point we are currently planning on holding the meeting, but if any Consulting Parties choose not to participate, then we will seek other consultation opportunities once FTA staff are available again. We are planning to hold at least one more consultation meeting with Consulting Parties to review a subsequent draft of the PA, so there will be at least more opportunity to provide comments in a group setting, or if needed, attempts could be made to set up other meetings.

Alternatively, you may also provide written comments on the attached document. If you chose this option, we request that you please provide your comments by January 18, 2019.

In closing, thank you in advance for your time and participation. We look forward to discussing the document with you next Tuesday.

Greg

**Greg Mathis**
MnDOT Cultural Resources Unit
395 John Ireland Blvd., MS 620
St. Paul, MN 55155
651-366-4292
greg.mathis@state.mn.us

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)

May 30, 2019

Sarah Beimers
Minnesota State Historic Preservation Office
Administrative Building #203
50 Sherburne Ave.
St. Paul, MN 55155-1402

RE: Gold Line (formerly Gateway Corridor) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; consulting party review of the draft Programmatic Agreement, SHPO #2014-0398

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is writing to continue consultation for the Gold Line (formerly Gateway Corridor) Bus Rapid Transit (BRT) Project (Project). As noted in our November 29, 2018 letter, FTA is developing a Programmatic Agreement (PA) in accordance with provisions of 36 CFR § 800.14 to guide the implementation of the Section 306108 (hereinafter referred to as Section 106) process for the Project.

This submittal includes the draft PA for consulting party review and comment. Comments received by your office and the Advisory Council on Historic Preservation, on April 18, 2019 and March 20, 2019, respectively, have been addressed in this version. Additionally, this draft includes input received from consulting parties during the consultation meeting held on January 15, 2019 and The U.S. Army Corps of Engineers on January 25, 2019. This submittal also includes several attachments to the draft PA, as follows:

- Attachment A: Project Location Map
- Attachment B: Area of Potential Effects
- Attachment C: Known Properties Listed in and Determined Eligible for Listing in the National Register of Historic Places
- Attachment D: Standard Mitigation Measures

FTA will host a consulting party meeting on **June 17, 2019** at **1:30 p.m.** to discuss the draft PA and Attachment D. Please review these documents prior to the meeting to support a productive discussion on their content. Project staff will reach out to consulting parties to schedule this meeting in the coming days.

FTA looks forward to consulting with your office and other consulting parties, per the provisions of 36 CFR § 800.14, to further develop and implement the PA for the Project. ***We request review of this draft PA and draft Attachment D, with comments, if any, submitted by June 28, 2019.*** If you have any questions, please contact Tony Greep at (312) 353-1646 or Anthony.greep@dot.gov. Thank you.

Sincerely,

Jay M. Ciavarella
Director, Office of Planning and Program Development

Enclosures: Draft Programmatic Agreement
Attachment D: Standard Mitigation Measures

Cc (via email): Tony Greep, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Samantha Odegard, Upper Sioux Community
Greg Mathis, Minnesota Department of Transportation
Lyssa Leitner, Gold Line Project Office
Chelsa Johnson, Gold Line Project Office
Jan Lucke, Washington County
Andy Gitzlaff, Ramsey County
Ed Shukle, City of Landfall Village
Ginny Gaynor, City of Maplewood
Steve Love, City of Maplewood
Bob Streetar, City of Oakdale
Christine Boulware, City of Saint Paul
Bill Dermody, City of Saint Paul
Janelle Schmitz, City of Woodbury

| | |
|---|---|
| **From:** | Johnson, Chelsa |
| **To:** | Mathis, Gregory (DOT); Howard, Barbara (DOT) |
| **Cc:** | Breiseth, Elizabeth (FTA); Greep, Anthony (FTA); Leitner, Lyssa; Beckwith, Christine |
| **Subject:** | Gold Line BRT Project - Council Comments on Draft PA |
| **Date:** | Wednesday, June 26, 2019 4:34:46 PM |
| **Attachments:** | GTWY_PA_DRAFT_05a_Rev00_Clean_MetCouncil.docx |

Hi Greg and Barb,

On behalf of the Council, I would like to submit the following comments from the Office of General Counsel regarding the Draft Programmatic Agreement. Legal staff comments are specific to Stipulation VII: Assessment of Effects and XIV: Dispute Resolution which related to concerns about impacts to Council's legal rights and responsibilities.

Thanks and please let me know if you have any questions.

**Chelsa Johnson, AICP**
Environmental Lead, METRO Gold Line
**Direct:** 651.602.1997

**METRO Gold Line Bus Rapid Transit (GBRT) Project Office**
Metro Square | 121 7th Place East, Suite 102 | St. Paul, MN 55101

| | |
|---|---|
| **From:** | Beimers, Sarah (ADM) |
| **To:** | Mathis, Gregory (DOT); Sharyn LaCombe (sharyn.lacombe@dot.gov); Tony Greep (anthony.greep@dot.gov); Elizabeth Breiseth (elizabeth.breiseth@dot.gov) |
| **Cc:** | brad.a.johnson@usace.army.mil; Andrew.D.Beaudet@usace.army.mil; Leitner, Lyssa; Johnson, Chelsa; Atwood Hatzenbuhler, Stephanie (DOT); Howard, Barbara (DOT); jason.ciavarella@dot.gov; Sarah Stokely; GraggJohnson, Kelly (ADM) |
| **Subject:** | RE: Gold Line BRT: Section 106 Programmatic Agreement (Draft 05a) |
| **Date:** | Friday, June 28, 2019 4:26:00 PM |
| **Attachments:** | image001.jpg<br>GTWY_PA_DRAFT_05a_Rev00_Clean_SHPO Comments 6_28_2019.docx |

MnDOT CRU and FTA Staff,

Thank you for the opportunity to review and comment on Draft 05a of the Programmatic Agreement for the proposed Gold Line BRT Project. We acknowledge and sincerely appreciate the time and effort it has taken for staff at both agencies to draft this comprehensive Section 106 agreement document for this very complicated project.

Utilizing Microsoft Word Track Changes, we have inserted recommended in-line edits and comments directly into the version you sent on May 30, 2019. Our version, with edits and comments for the FTA's consideration, is attached to this email. We do not have any recommended edits or comments on the *Attachment D: Standard Mitigation Measures* document.

Please consider this email, in lieu of a separate letter, SHPO's formal response to the FTA's request to review the document and provide comments.

We look forward to continuing consultation with the FTA, MnDOT CRU, Met Council, the Corps, and all of the Section 106 consulting parties, in an effort to finalize and execute this agreement. Please contact me if you have any questions or require clarification on any of our comments or recommended edits.

Have a nice weekend!

-Sarah

Sarah Beimers | Environmental Review Program Manager
State Historic Preservation Office
203 Administration Building
50 Sherburne Avenue
Saint Paul MN 55155
(651) 201-3290
sarah.beimers@state.mn.us

**From:** Mathis, Gregory (DOT) <greg.mathis@state.mn.us>
**Sent:** Thursday, May 30, 2019 5:01 PM
**To:** Beimers, Sarah (ADM) <sarah.beimers@state.mn.us>; Andrew.D.Beaudet@usace.army.mil;

brad.a.johnson@usace.army.mil; Samantha Odegard (samanthao@uppersiouxcommunity-nsn.gov) <samanthao@uppersiouxcommunity-nsn.gov>; Jan.Lucke@co.washington.mn.us; Gitzlaff, Andrew J <andrew.gitzlaff@CO.RAMSEY.MN.US>; Ed Shukle (eshukle@cityoflandfall.com) <eshukle@cityoflandfall.com>; Steve Love <steve.love@maplewoodmn.gov>; bob.streetar@ci.oakdale.mn.us; Christine Boulware <christine.boulware@ci.stpaul.mn.us>; Bill Dermody <bill.dermody@ci.stpaul.mn.us>; Janelle Schmitz (janelle.schmitz@woodburymn.gov) <janelle.schmitz@woodburymn.gov>
**Cc:** Sharyn LaCombe (sharyn.lacombe@dot.gov) <sharyn.lacombe@dot.gov>; Tony Greep (anthony.greep@dot.gov) <anthony.greep@dot.gov>; Elizabeth Breiseth (elizabeth.breiseth@dot.gov) <elizabeth.breiseth@dot.gov>; Leitner, Lyssa <Lyssa.Leitner@metrotransit.org>; Johnson, Chelsa <Chelsa.Johnson@metrotransit.org>; Atwood Hatzenbuhler, Stephanie (DOT) <stephanie.atwood@state.mn.us>; Howard, Barbara (DOT) <barbara.howard@state.mn.us>
**Subject:** Gold Line BRT: Section 106 Programmatic Agreement (Draft 05a)

Dear Gold Line Bus Rapid Transit (GLBRT) Section 106 Consulting Parties,

On November 29, 2018, the Federal Transit Administration (FTA) notified GLBRT Section 106 consulting parties of its intent to develop a programmatic agreement (PA) to guide the completion of the Section 106 process for the project. We provided the initial draft of the PA to consulting parties for review on January 8, 2019. As you may recall, we also held a consultation meeting on January 15, 2019, to review the document with consulting parties and seek input on its contents.

During the January 15th consultation meeting, we indicated that our intent was to provide a full draft of the PA to consulting parties for review sometime in Q2 2019. Since that time, consulting parties' input and comments were incorporated into the document. FTA, with assistance from our office, has also continued to collaborate with the GLBRT Project Office, the Minnesota State Historic Preservation Office and the Advisory Council on Historic Preservation to refine the document and fill in details. The full draft PA is now ready for you to review. Therefore, on behalf of FTA, please find attached for your review FTA's transmittal letter, the current draft of the PA (body of the PA and Appendices A-C), and a copy of PA Appendix D, which is a new appendix intended to help streamline consultation under the PA. This appendix includes a number of standard mitigation measures that may be used under the terms of the PA to resolve, or resolve in part, adverse effects to historic properties.

As noted in the attached letter, ***FTA requests that you please provide any comments on the attached materials, if any, by June 28, 2019***. FTA has also scheduled a consultation meeting during the comment period to review the current draft of the PA with consulting parties, answer questions, and gain additional input on its contents. The meeting is scheduled for:

**Monday, June 17**
**1:30 – 3:00 p.m.**

**Gold Line Project Office**
**121 7th Place E, Suite 102**

**St. Paul, MN**
**Large Conference Room**

We will send an Outlook invite for the meeting either later today or tomorrow morning.

In closing, thank you for your continued participation in the consultation. We look forward to discussing the PA with you on the 17th. Please let me know if you have any questions.

Regards,

Greg

**Greg Mathis**
MnDOT Cultural Resources Unit
395 John Ireland Blvd., MS 620
St. Paul, MN 55155
651-366-4292
greg.mathis@state.mn.us

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)

July 1, 2019

Sarah Beimers
State Historic Preservation Office
Administration Building, #203
50 Sherburne Ave, #203
St. Paul, MN 55155-1402

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project, Washington and Ramsey Counties, Minnesota; Phase I Archaeology Survey, SHPO #2014-0398

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is writing to continue consultation for the Gateway Corridor (Gold Line) Bus Rapid Transit Project (Project). This letter transmits for your review and concurrence a survey report prepared by Two Pines Resource Group in December 2018 documenting the results of a Phase I archaeological survey conducted of areas added to the Project's archaeological Area of Potential Effect (APE) on November 13, 2018.

The survey assessed 129 areas added to the Project's archaeological APE. Through background research, 117 of the areas were found to have low potential to contain intact significant archaeological sites due to past disturbance and/or the presence of overlying roads and buildings. The remaining 12 areas were identified as needing a Phase I field survey due to their moderate to high potential to contain intact pre-contact or historic period archaeological sites. Six of these moderate to high potential areas (SA-47, 60, 70, 90, 95, and 99) underwent Phase I archaeological survey and all were found to be negative for archaeological material. Due to a lack of access for field survey, the remaining six moderate to high potential areas (SA-5, 13, 18, 27, 41 and 116) were not able to be fully evaluated and were, therefore, recommended for subsequent Phase I survey if the Project proposes any ground-disturbing activities within their boundaries.

Under delegation from FTA, archaeologists from the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) who meet the *Secretary of the Interior's Professional Qualification Standards* (36 CFR 61) for archaeology reviewed the report and determined that there are no known National Register of Historic Places (NRHP) listed or eligible archaeological sites located in the 129 areas assessed. Of the 123 areas that were fully assessed, MnDOT CRU determined that none have the potential to contain significant intact archaeological material that would meet NRHP criteria. MnDOT CRU also found that the six areas identified as having moderate to high potential to contain archaeological material (SA-5, 13, 18, 27, 41 and 116) that were not able to be accessed do have the potential to contain intact archaeological material.

FTA agrees with and has adopted MnDOT CRU's findings. Based on these findings, FTA determined that the 123 areas that were fully assessed do not contain any archaeological sites that are eligible for inclusion in the NRHP.

As Project design advances, if it appears that any of the six areas that were not fully assessed (SA-5, 13, 18, 27, 41 and 116) and were, therefore, recommended for a Phase I survey due to their moderate to high potential to contain intact archaeological resources, may be subject to Project-related ground-disturbing activities within their boundaries, the Council, with assistance from MnDOT CRU, will conduct a Phase I survey of the area(s) to determine if it contains any archaeological material. If any potentially significant archaeological sites are found, a Phase II evaluation will be completed to determine if the property is eligible for inclusion in the NRHP.

***In closing, FTA requests concurrence with our National Register eligibility determinations within thirty (30) calendars days of this letter, which is August 1, 2019***. If you have any questions, please contact Tony Greep at (312) 353-1646 or anthony.greep@dot.gov. Thank you.

Sincerely,

Jay M. Ciavarella
Director, Office of Planning and Program Development

Enclosures: METRO Gold Line Supplemental Phase I Archaeological Survey, Ramsey and Washington Counties, Minnesota (Two Pines Resource Group, LLC, 2018)

cc (via email): Tony Greep, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Andy Beaudet, United States Army Corps of Engineers
Brad Johnson, United States Army Corps of Engineers
Samantha Odegard, Upper Sioux Community
Greg Mathis, Minnesota Department of Transportation
Lyssa Leitner, Gold Line Project Office
Chelsa Johnson, Gold Line Project Office
Jan Lucke, Washington County
Andy Gitzlaff, Ramsey County
Ed Shukle, City of Landfall Village
Ginny Gaynor, City of Maplewood
Steve Love, City of Maplewood
Bob Streetar, City of Oakdale
Christine Boulware, City of Saint Paul
Bill Dermody, City of Saint Paul
Janelle Schmitz, City of Woodbury

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

August 2, 2019

Mr. Jay Ciavarella
Federal Transit Administration
Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

RE: Gateway Corridor (Gold Line) Bus Rapid Transit Project
Ramsey and Washington Counties
SHPO Number: 2014-0398

Dear Mr. Ciaverella,

Thank you for continuing consultation on the above project. Information received in our office on July 2, 2019 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966, as amended, and implementing federal regulations at 36 CFR Part 800.

We have completed a review of your letter dated July 1, 2019, a submittal which included the report titled *Supplemental Phase I Archaeological Survey, Ramsey and Washington Counties, Minnesota* (April 3, 2019, Two Pines Resource Group). This report documents the results of the Phase I archaeological survey conducted in areas added to the Gateway Project's area of potential effect (APE). Based on the results of the investigations, we agree with your agency's determination that there are no known or suspected archaeological resources within the 123 areas that were fully assessed in the April 2019 report. We also agree with your recommendation that a Phase I archaeological survey be conducted in the remaining 6 areas that could not be accessed (SA-5, 13, 18, 27, 41 and 116).

We look forward to continuing consultation with your agency as additional survey work is completed and as the project plans proceed. Please contact me at (651) 201-3290 or sarah.beimers@state.mn.us with any questions regarding our review.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

*cc via email*: Greg Mathis, MnDOT Cultural Resources Unit

U.S. Department of Transportation
Federal Highway Administration

Minnesota Division

380 Jackson Street
Cray Plaza, Suite 500
St. Paul, MN 55101-4802
651.291.6100
Fax 651.291.6000
www.fhwa.dot.gov/mndiv

August 28, 2019

Kelley Brookins
Regional Administrator
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

Re: Gold Line Project
Request to Designate Federal Transit Administration as Lead Federal Agency
For the Section 106 Process
Ramsey and Washington Counties, Minnesota

Dear Ms. Brookins:

The Metropolitan Council is proposing to construct the Gold Line Bus Rapid Transit (BRT) Project (Project), formerly known as the Gateway Corridor, an approximately 9-mile long BRT facility between Union Depot in St. Paul, Ramsey County, and Woodbury, Washington County, Minnesota, using Federal Transit Administration (FTA) funds. The proposed alignment generally parallels Interstate 94 connecting the cities of St. Paul, Maplewood, Landfall, Oakdale, and Woodbury.

The Federal Highway Administration (FHWA) nexus to the Project is a right-of-way agreement which approves the use of Interstate right-of-way to be used for a portion of the anticipated preferred alternative. This agreement requires FHWA to issue a NEPA determination prior to approval of any right-of-way agreement. Therefore, the requirements of the National Historic Preservation Act (54 USC § 306108) must be met as part of FHWA arriving at a NEPA determination.

We understand the FTA has initiated Section 106 consultation with the Minnesota State Historic Preservation Office (MnSHPO) and consulting parties to consider effects to historic properties as defined in 36 CFR § 800. Furthermore, we understand that FTA has used the qualified staff (36 CFR Part 61) at MnDOT Cultural Resources Unit to conduct the evaluation. The consulting parties process has included all the federally-recognized tribes FHWA has committed to engaging in FHWA (Minnesota) undertakings and materially followed the terms of any current FHWA (Minnesota Division) Section 106-centric agreements with federally-recognized tribes. The FHWA nexus does not currently have any known Section 106-centric concerns based on the feedback (to date) during engagement of the consulting parties.

With this letter, we hereby invite the FTA to be designated as the lead federal agency for the Section 106 process per 36 CFR § 800.2(a)(2) to act on FHWA's behalf to fulfill our collective responsibilities under the Section 106 process. Under this designation, the FHWA would be an

invited signatory party to any Section 106 agreement for the Gold Line project if one is required. The FHWA would then rely on the FTA's Section 106 determination as part of the process to adopt the FTA National Environmental Policy Act Environmental Assessment. Please respond to FHWA with an acceptance or denial of this this invitation with 30 days of receiving this letter. Your response to this invitation may be sent electronically to me at phil.forst@dot.gov.

We request that you carbon copy Sarah Beimers (sarah.beimers@state.mn.us), Minnesota State Historic Preservation Office Environmental Review Program manager, and Barbara Howard at MnDOT Cultural Resources Unit (Barbara.howard@state.mn.us) on any response to this letter.

Contact me at (651) 291-6110 or phil.forst@dot.gov if you have any questions.


Philip Forst
Environmental Specialist

PJF

cc: 1 FTA – Breiseth (e-copy) – Elizabeth.breiseth@dot.gov
1 FHWA – Campbell (e-copy) – joe.w.campbell@dot.gov
1 MnDOT – Howard (e-copy) – Barbara.howard@state.mn.us
1 MnDOT – Mathis (e-copy) – greg.mathis@state.mn.us.
1 MnSHPO – Beimers (e-copy) – sarah.beimers@state.mn.us

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)

September 16, 2019

Philip Forst
Federal Highway Administration - Minnesota Division
380 Jackson Street
Cray Plaza, Suite 500
St. Paul, MN 55101-4802

RE: Gold Line Project, Response to Federal Highway Administration Request to Designate Federal Transit Administration as Lead Federal Agency for the Section 106 Process, Ramsey and Washington Counties, Minnesota

Dear Mr. Forst,

The Federal Highway Aministration (FHWA) Minnesota Division recently sent a letter dated August 28, 2019 to the Federal Transit Administration (FTA). This letter invited FTA to accept lead agency delegation for the Section 106 process on the Gold Line Bus Rapid Transit Project in Ramsey and Washington Counties, MN. FTA accepts the lead agency delegation for the Section 106 process per 36 CFR § 800.2(a)(2) and agrees to act on FHWA's behalf to fulfill our collective responsibilities under the Section 106 process. Per your request, FTA will include FHWA as an invited signatory to the Programmatic Agreement (PA) currently under development for the project. If you have any questions about this delegation or the Section 106 process, please contact Tony Greep at (312) 353-1646 or Anthony.greep@dot.gov.

Sincerely,

JASON M CIAVARELLA Digitally signed by JASON M CIAVARELLA
Date: 2019.09.16 13:51:54 -05'00'

Jay M. Ciavarella
Director, Office of Planning and Program Development

cc (via email): Tony Greep, Federal Transit Administration
Elizabeth Breiseth, Federal Transit Administration
Lyssa Leitner, Gold Line Project Office
Chelsa Johnson, Gold Line Project Office
Greg Mathis, MnDOT Cultural Resources Unit
Barbara Howard, MnDOT Cultural Resources Unit
Sarah Beimers, MN State Historic Preservation Office

# C.5. Section 106 Consultation Materials

## C.5 CONTENTS

# C.5.1. Project Section 106 Consultation Meeting No. 1 – July 9, 2018

## FIGURE C.5-1: CONSULTATION MEETING NO. 1 MEETING NOTES

DEPARTMENT OF TRANSPORTATION

METRO Gold Line

### Gold Line BRT Section 106 Consultation Meeting #1

**Date:** 07/09/2018 **Time:** 1:30 – 3:30 p.m. **Duration:** 2 hours

**Location:** Gold Line Project Office
121 7th Pl. E., Suite 102 – Large Conference Room
Saint Paul, MN 55101

**Meeting called by:** Greg Mathis

**Attendees:** FTA: Susan Weber, Elizabeth Brieseth (WebEx)
Upper Sioux Community THPO: Samantha Odegard (WebEx)
MnSHPO: Sarah Beimers
Ramsey Co.: Frank Alarcon
Washington Co.: Sarah Allen
Maplewood/HPC: Ginny Gaynor, Steve Love
St. Paul/HPC: Christine Boulware
Woodbury: Janelle Schmitz
MnDOT: Stephanie Atwood
GPO: Chris Beckwith, Hally Turner, Chelsa Johnson, Nani Jacobson, Andrea Arnoldi, Liz Jones, Michael Jischke

### Agenda

**1. Welcome and Introductions**

Greg Mathis (MnDOT) thanked the group for meeting today. In acknowledgement that parties have varying levels of experience with the 106 process, he explained that the purpose of the meeting is to review the Section 106 process and known historic properties for the Gold Line Project (Project). He then reviewed the meeting agenda.

**2. Project Overview**

Chelsa Johnson (GPO) provided an overview of the proposed Project including the anticipated Project timeline, committee structure and purpose and need for the Project. Chelsa then provided an overview of the conceptual layout of the project beginning in downtown St. Paul and ending at the Woodbury Theatre Station. In the Dayton's Bluff area, she reviewed potential alignments on both Mounds Boulevard and Maria Avenue. Along Hudson Road between Etna and White Bear Avenue, she reviewed options for the dedicated BRT guideway and mixed traffic that will be taken to open houses being held next week for public review and input.

Gold Line BRT Section 106 Consultation Meeting #1 1

### 3. Introduction to Section 106

Greg provided an overview of the Section 106 process (Slides 10-20). He reviewed the four steps for the process and provided activities conducted within each step:

1. Initiate the process
2. Identify historic properties
3. Assess Effects
4. Resolve adverse effects (if any)

Greg then reviewed the roles and responsibilities of the agencies and consulting parties involved in the Section 106 process (refer to slides 21-29). Sarah Beimers (MnSHPO) stated that role of FTA was standard for Section 106. Greg added that the Project always makes sure that the public has a chance to comment.

### 4. Review of Historic Properties along the Project corridor

Greg provided an update on the status of the survey of historic properties with the current Area of Potential Effects (APE) for the Project, which was first defined in December 2015. Greg noted that that APE is being updated to reflect adjustments to the Project's limits of disturbance and the intent is to have the updates completed within a month.

An Archaeology Phase IA survey was completed in 2017. No known or potential archaeological sites were identified in the APE. A Phase I survey is in process for areas that will be added to the Archaeological APE. Surveys for Architecture/History are mostly complete. There were over 1,000 historic properties included in these surveys. Phase II surveys for four properties in Dayton's Bluff are underway, as well as Phase I surveys for several remaining areas based on adjustments to the APE.

Greg then presented information and a brief overview on each property, including why it is significant, within the current APE that is listed in the National Register of Historic Places (NRHP), determined eligible for listing, are potentially eligible, or will be treated as eligible for the purpose of this review. Greg noted that the APE in Downtown St. Paul is still under development pending a final decision on the alignment in that area. Thus, MnDOT CRU has developed a map based on currently available information that identifies known historic properties in Downtown Saint Paul that could potentially be included in the APE. However, not everyone may be, but they are being present know so there are no surprises later.

Janelle Schmitz (Woodbury) asked for clarification on what the colors meant in the property map. Greg explained that the colors are:

- Yellow: Individually listed NRHP properties
- Grey: Determined eligible, but not listed
- Hatched: Listed or eligible districts

Steve Love (Maplewood) asked if every building within a historic district has been evaluated for eligibility. Greg responded that the collection of buildings are looked at as a whole and each property as to whether it contributes to the significance of the district, but there are some districts include properties that also have individual significance.

Michael Jishke (GPO) asked about properties currently assessed based on the Project's original schedule and if more properties will be considered as the Project timeline and APE change. Greg confirmed that the Project will be looking at properties constructed in the appropriate time range and in any new areas added to the APEs. Michael also asked if the Ecolab Building would be impacted. Sarah clarified that there is the historic Ecolab Building on Wabasha (which is included in the Urban Renewal District), while the current Ecolab Building is the former Traveler's Building and is newer. Christine Boulware (St. Paul HPC) noted that tax credit projects are taking place within the Urban Renewal District.

Sarah asked if the Minnesota Building will be looked at. Greg responded that it might, but the property is outside the current APE.

## 5. Next Steps

Greg reiterated that the project office is in the process of updating the APE. This will be submitted to SHPO for concurrence, followed by completion of the identification of historic properties. Several additional consultation meetings will be held between August and October to discuss potential effects and review findings of final effects. If needed, meetings in 2019 will focus on resolving any adverse effects.

Greg requested the group reserve bi-weekly meeting times from late August to mid-October. Some meeting slots may not be needed and will be cancelled as appropriate. Greg will work with GPO staff to schedule these recurring meetings in consideration of existing IRT and other meetings and then send out recurring Outlook invitations. A general poll was taken to determine times that would best work for parties.

Ginny Gaynor (Maplewood HPC) said that the City would like to introduce this information to the HPC before the next 106 consultation meeting and asked about the best way to do this. Greg suggested that it would be best to bring it up to them now since the next consultation meeting will focus on potential effects so she could get any input before then. Sarah asked if the City of Maplewood had the "negative survey data" (i.e. properties not determined eligible). Greg said they only had information on the 3M property. Sarah recommended providing them this information as, even though MnDOT CRU does a thorough job identifying properties, it is possible that someone more familiar with the local area may have information CRU does not regarding potential eligibility. Greg said that he will provide the applicable reports.

Christine asked about upcoming Project dates and next steps. Andrea Arnoldi (GPO) responded:

1. 15% plans – End of 2018
2. 30% plans expected – End of 2019
3. 60-90% plan expected – 2020-2021

Steve asked if it was possible to get a copy of the PowerPoint shown at today's meeting. Greg explained that the size of the file makes it difficult to send around. He added (to an earlier comment) that certain details will be advanced beyond 15% in order to assess effects. Andrea added that the focus right now is the alignment so that the APE can be determined.

Christine asked when the next meeting will take place. Greg replied that the Project will get placeholders out soon, but parties should anticipate a meeting in August or September. He thanked parties for attending and invited them to contact the Project with any questions they may have.

| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
|---|---|---|
| 1. Provide Maplewood with Phase I Report to allow review of properties determined not eligible | Greg Mathis | |
| 2. Schedule recurring meetings and send Outlook invitations to parties | MnDOT CRU | |

**MEETING MATERIALS**

- METRO Gold Line BRT Section 106 Consultation Meeting No. 1 PowerPoint, July 9, 2018
- Draft Known Historic Properties Downtown St. Paul, July 2018 (MnDOT CRU)

Gold Line BRT Section 106 Consultation Meeting #1 4

## FIGURE C.5-2: CONSULTATION MEETING NO. 1 PRESENTATION



ONLY
BUS
Project Overview
METRO
Gold Line

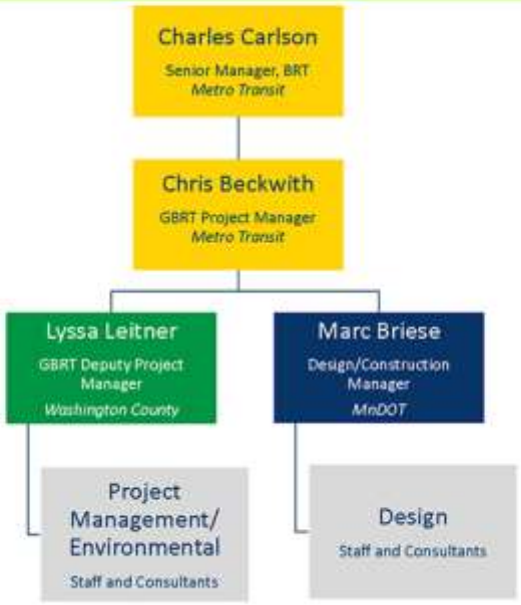

Project Overview
Mounds Blvd
Earl St
Etna St
White Bear Ave
Sun Ray
Maplewood
Greenway Ave
Helmo Ave
Tamarack
Union Depot
Woodbury Theatre
METRO Gold Line
Shared Station
7/9/2018
4

## Project Overview

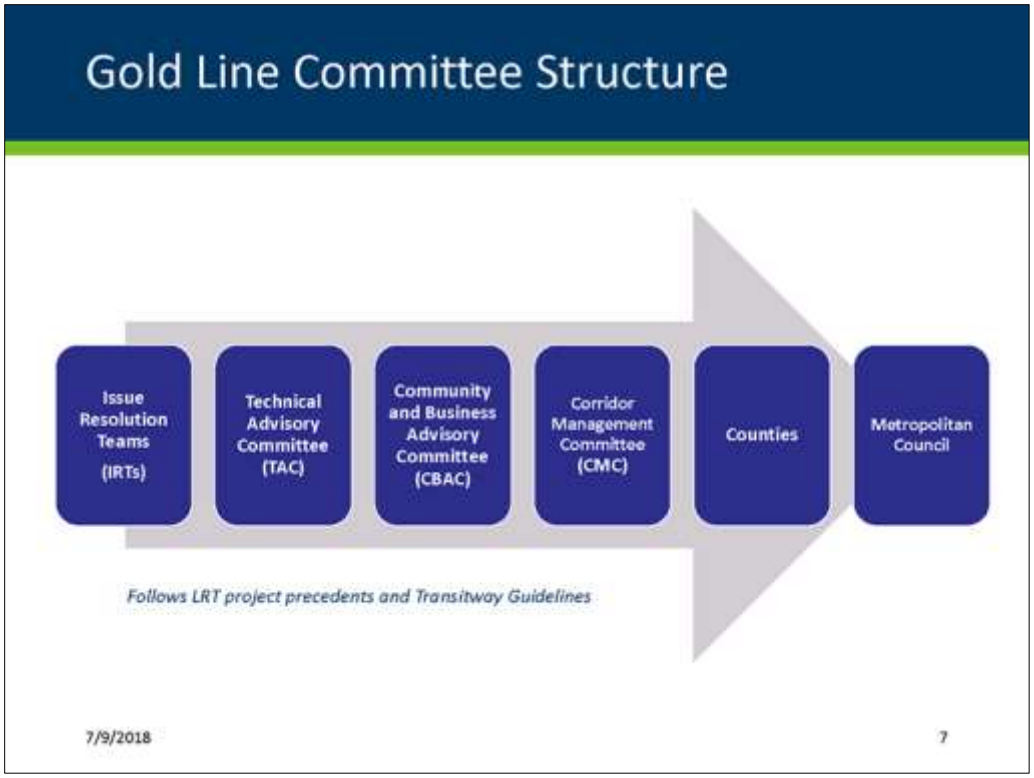
- Bus Rapid Transit (BRT) operates primarily on exclusive bus-only lanes
- Serving the East Metro:
  - 10 stations in eastern Saint Paul and suburbs with additional stops downtown
  - Connects 2 counties, 5 cities (Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury)
- 2040:
  - 301,000 jobs
  - 522,000 people
  - 8,000 Est. Daily Riders
- $420M Est. Capital Cost (YOE)
- $5.1M Annual Operating Cost
- Opening 2024

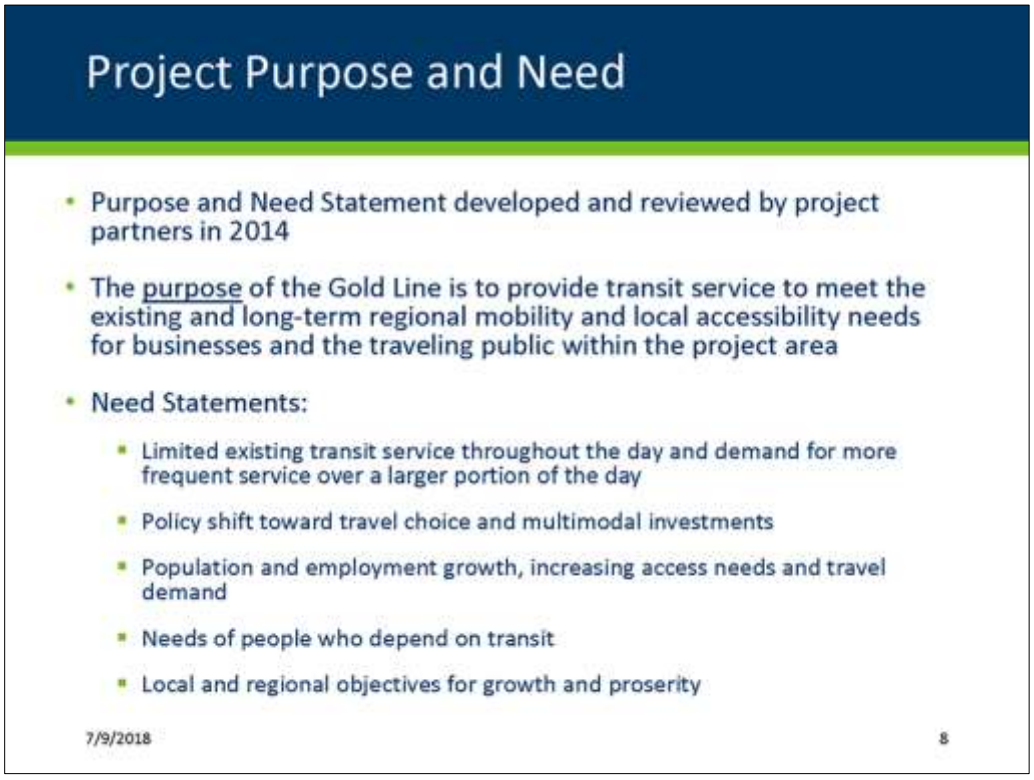
7/9/2018 5

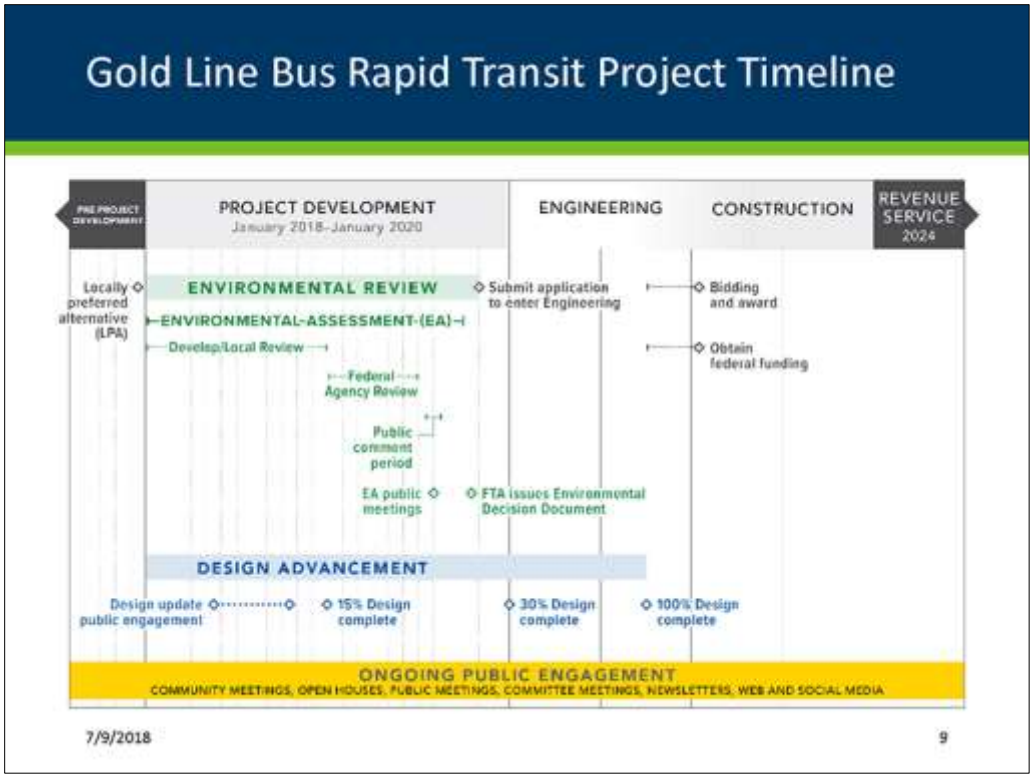
## Project Office Leadership




7/9/2018 6


Gold Line Committee Structure
Issue Resolution Teams (IRTs)
Technical Advisory Committee (TAC)
Community and Business Advisory Committee (CBAC)
Corridor Management Committee (CMC)
Counties
Metropolitan Council
Follows LRT project precedents and Transitway Guidelines
7/9/2018
7


Project Purpose and Need
Purpose and Need Statement developed and reviewed by project partners in 2014
The purpose of the Gold Line is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area
Need Statements:
Limited existing transit service throughout the day and demand for more frequent service over a larger portion of the day
Policy shift toward travel choice and multimodal investments
Population and employment growth, increasing access needs and travel demand
Needs of people who depend on transit
Local and regional objectives for growth and proserity
7/9/2018
8


Gold Line Bus Rapid Transit Project Timeline
PRE PROJECT DEVELOPMENT
PROJECT DEVELOPMENT
January 2018–January 2020
ENGINEERING
CONSTRUCTION
REVENUE SERVICE
2024
Locally preferred alternative (LPA)
ENVIRONMENTAL REVIEW
ENVIRONMENTAL-ASSESSMENT-(EA)
Develop/Local Review
Federal Agency Review
Public comment period
EA public meetings
FTA issues Environmental Decision Document
Submit application to enter Engineering
Bidding and award
Obtain federal funding
DESIGN ADVANCEMENT
Design update public engagement
15% Design complete
30% Design complete
100% Design complete
ONGOING PUBLIC ENGAGEMENT
COMMUNITY MEETINGS, OPEN HOUSES, PUBLIC MEETINGS, COMMITTEE MEETINGS, NEWSLETTERS, WEB AND SOCIAL MEDIA
7/9/2018
9


BUS ONLY
Section 106
METRO
Gold Line

## Section 106: An Overview

- Section 106 (now § 306108) of the National Historic Preservation Act
  - Requires Federal agencies to take into account the effects of their *undertakings* on *historic properties*
    - Does not require preservation
  - Process independent from, but can be completed in coordination with, NEPA and Section 4(f), as applicable

7/9/2018 11

## Section 106: Four Steps

### Step 1: Initiate the Process

- Determine the undertaking
- Notify the State Historic Preservation Office (SHPO), tribes, and Tribal Historic Preservation Offices (THPOs)
- Develop a plan to involve the public

7/9/2018 12

## Section 106: Four Steps

### Step 2: Identify Historic Properties

- Determine the **Area of Potential Effect (APE)**
  - *The geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.*

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## Section 106: Four Steps

### Step 2: Identify Historic Properties

- Determine the APE
- Conduct a survey to identify and evaluate **historic properties** within the APE
  - *Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the **National Register of Historic Places (NRHP)***
  - NRHP is the Nation's official list of historic properties worth of preservation

7/9/2018 14

## Section 106: Four Steps

### Step 2: Identify Historic Properties

- Determine the APE
- Conduct a survey to identify and evaluate **historic properties** within the APE
  - *Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the **National Register of Historic Places (NRHP)***
  - NRHP is the Nation's official list of historic properties worth of preservation
  - Under Section 106, properties only need to be eligible to be considered

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## Section 106: Four Steps

### Step 3: Assess Effects

- Apply the Criteria of **Adverse Effect**
  - Must consider direct and indirect effects
    - *Includes reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative*

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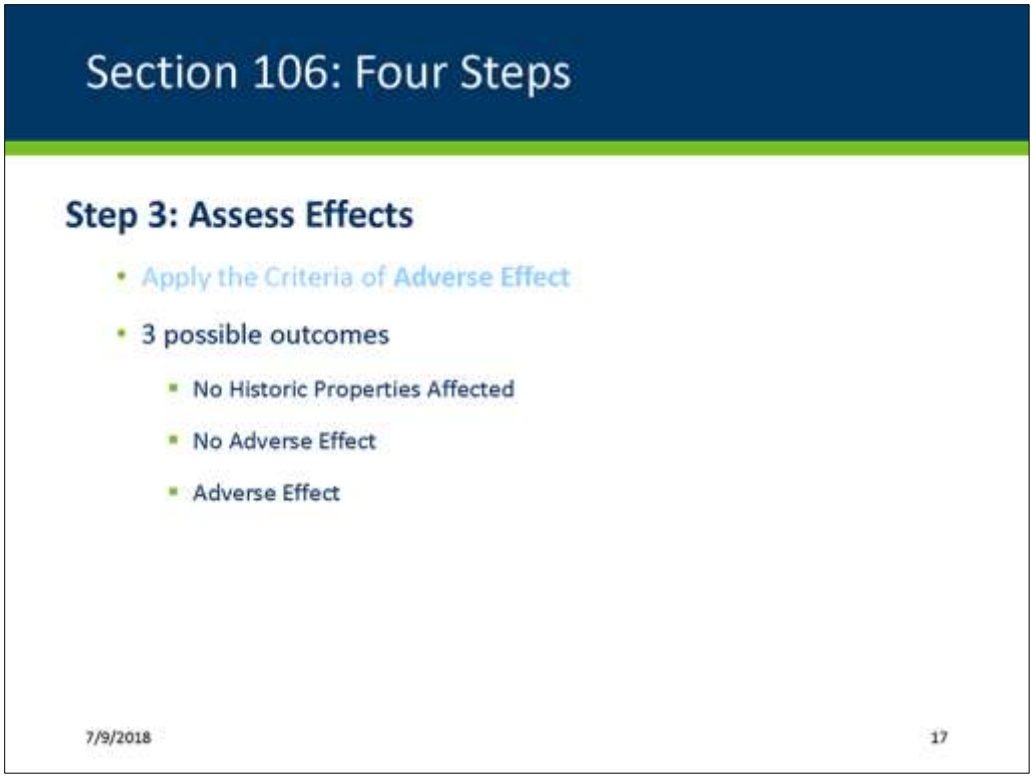
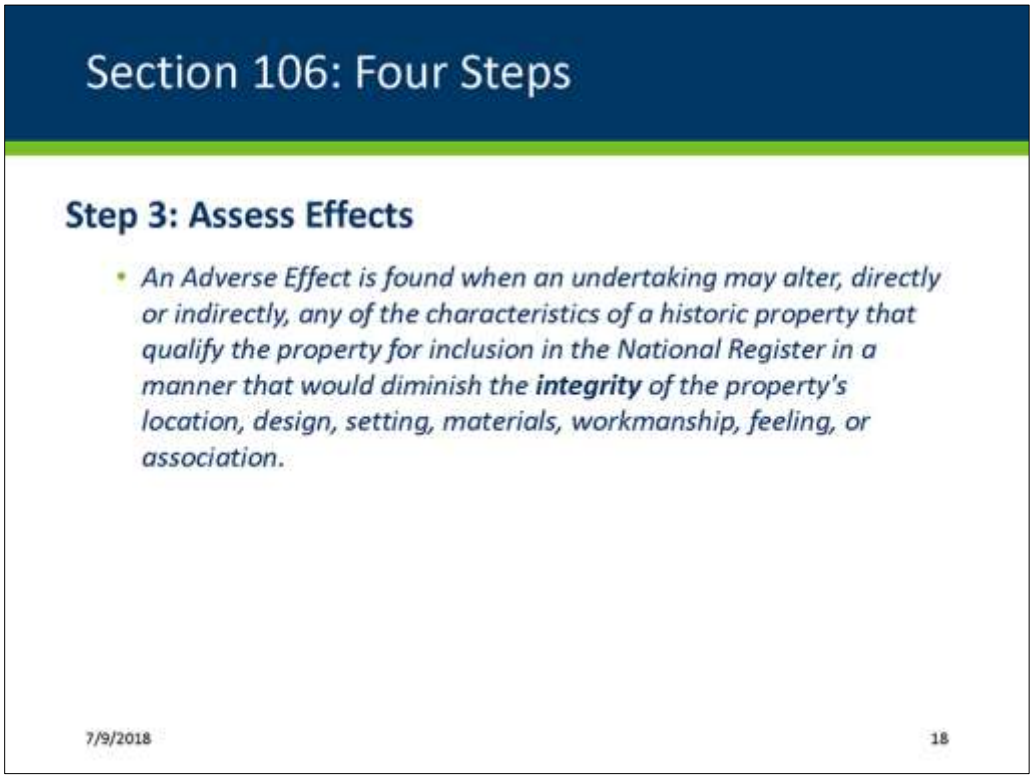
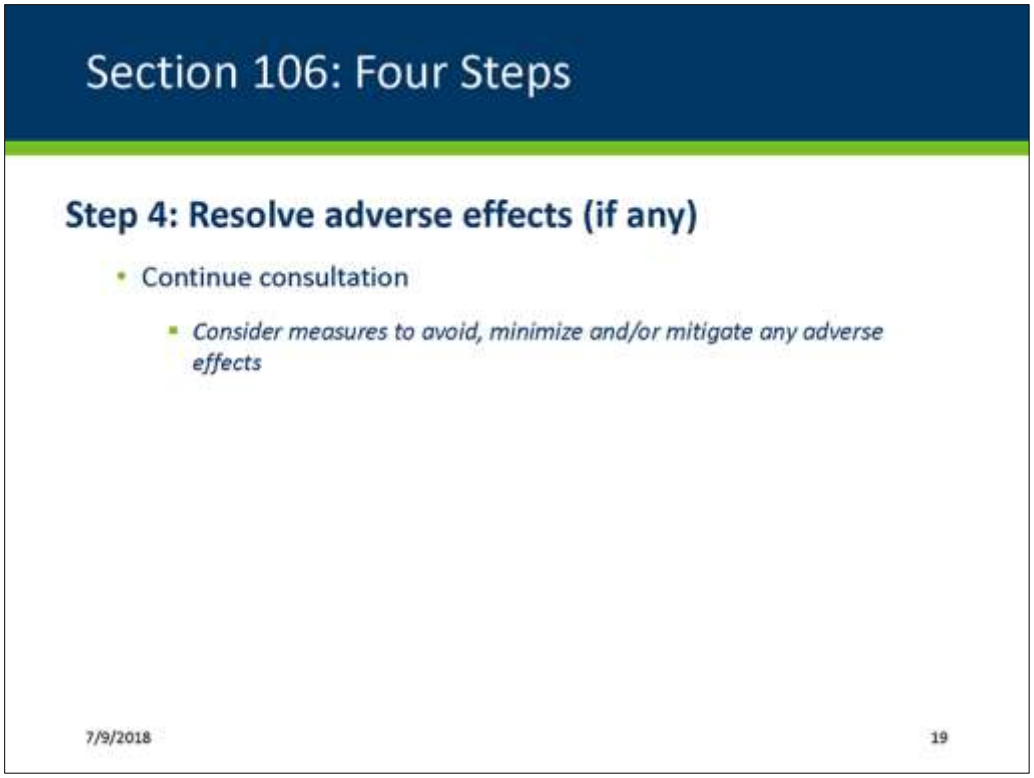
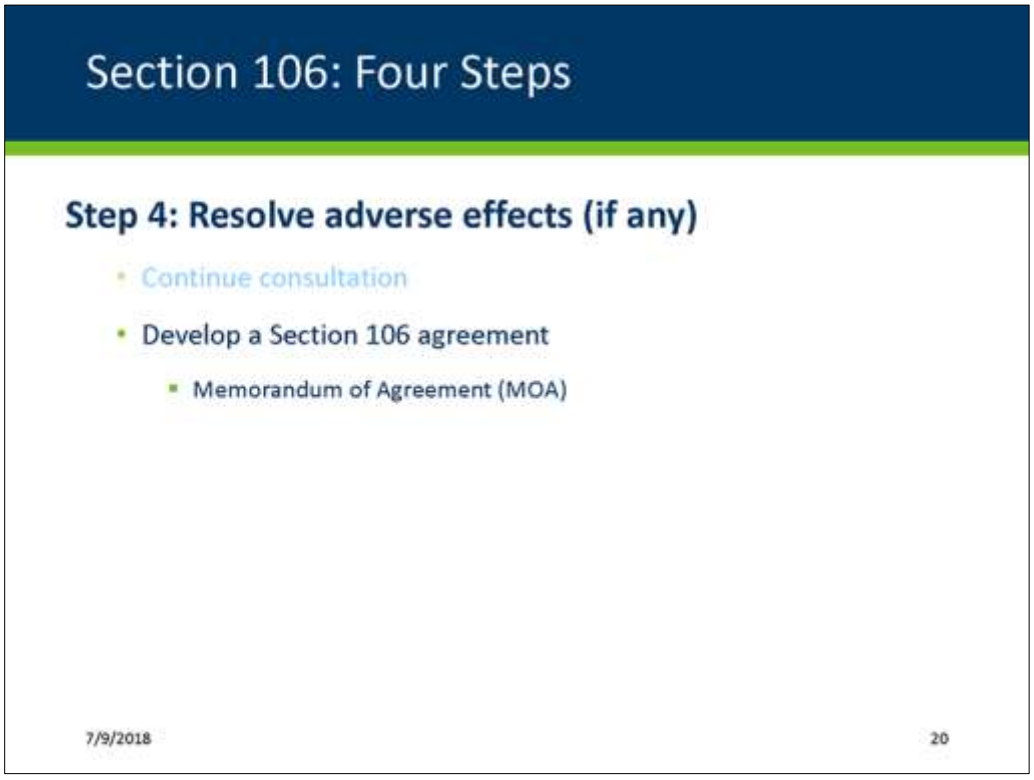

Section 106: Four Steps
Step 3: Assess Effects
Apply the Criteria of Adverse Effect
3 possible outcomes
No Historic Properties Affected
No Adverse Effect
Adverse Effect
7/9/2018
17


Section 106: Four Steps
Step 3: Assess Effects
An Adverse Effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.
7/9/2018
18


Section 106: Four Steps
Step 4: Resolve adverse effects (if any)
Continue consultation
Consider measures to avoid, minimize and/or mitigate any adverse effects
7/9/2018
19


Section 106: Four Steps
Step 4: Resolve adverse effects (if any)
Continue consultation
Develop a Section 106 agreement
Memorandum of Agreement (MOA)
7/9/2018
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## Section 106: Roles & Responsibilities

- Federal Transit Administration (FTA)
  - May fund the project
  - **Lead federal agency** for the project responsible for meeting the requirements of Section 106

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## Section 106: Roles & Responsibilities

- Federal Transit Administration (FTA)
- Unites States Army Corps of Engineers (USACE)
  - Will issue permits for project
  - Is recognizing FTA as Lead Federal Agency for Section 106

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## Section 106: Roles & Responsibilities

- Federal Transit Administration (FTA)
- United States Army Corps of Engineers (USACE)
- Advisory Council on Historic Preservation (ACHP)
  - Oversees the work of Federal agencies in carrying out their responsibilities under Section 106

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## Section 106: Roles & Responsibilities

- Federal Transit Administration (FTA)
- United States Army Corps of Engineers (USACE)
- Advisory Council on Historic Preservation (ACHP)
- MnDOT Cultural Resources Unit (CRU)
  - Acting on behalf of FTA for portions of Section 106 process, including defining the APE and assessing whether historic properties are subject to potential adverse effects

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## Section 106: Roles & Responsibilities

- Federal Transit Administration (FTA)
- United States Army Corps of Engineers (USACE)
- Advisory Council on Historic Preservation (ACHP)
- MnDOT Cultural Resources Unit (CRU)
- State Historic Preservation Office (SHPO)
  - Represents interests of state in consulting with Federal agencies about the effect of their undertakings on historic properties

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## Section 106: Roles & Responsibilities

- Federal Transit Administration (FTA)
- United States Army Corps of Engineers (USACE)
- Advisory Council on Historic Preservation (ACHP)
- MnDOT Cultural Resources Unit (CRU)
- State Historic Preservation Office (SHPO)
- Indian Tribes & Tribal Historic Preservation Offices (THPOs)
  - Represent the interests of tribes and tribal resources

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## Section 106: Roles & Responsibilities

- Federal Transit Administration (FTA)
- United States Army Corps of Engineers (USACE)
- Advisory Council on Historic Preservation (ACHP)
- MnDOT Cultural Resources Unit (CRU)
- State Historic Preservation Office (SHPO)
- Indian Tribes & Tribal Historic Preservation Offices (THPOs)
- Metropolitan Council (Council)
  - Local project sponsor and federal grantee, responsible for certain parts of the Section 106 process including implementation of mitigation measures

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## Section 106: Roles & Responsibilities

- Other Consulting Parties
  - Provide input to FTA and MnDOT CRU during consultation
    - Local governments
    - Heritage Preservation Commissions (HPCs)
    - Other parties with a demonstrated interest in Projects effects on historic properties

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## Section 106: Roles & Responsibilities

- Other Consulting Parties
- The Public
  - Has opportunities to comment during the Section 106 process

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## Historic Properties

METRO Gold Line

## Historic Properties: Survey Status

- APE
  - Defined in Dec. 2015
  - Revisions in process
    - Revised LPA (Dec. 2016)Local governments
    - Scope changes and design advancements

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## Historic Properties: Survey Status

- APE
- Archaeology
  - Phase IA completed for revised LPA
    - No NRHP listed or eligible properties identified
  - Phase I survey in process
    - Areas being added to the APE

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## Historic Properties: Survey Status

- APE
- Archaeology
- Architecture/History
  - Survey mostly complete
    - Numerous NRHP listed or eligible properties identified
  - Phase II evaluations in process for 4 properties in Dayton's Bluff
  - Phase I survey in process
    - Areas being added to the APE
    - Properties constructed after 1968

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## Historic Properties: Suburban

- No historic properties
  - Oakdale
  - Landfall Village
  - Woodbury
- Maplewood
  - 3M Center (Eligible)

3M Center, Maplewood

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## Historic Properties: Saint Paul

- East
  - Grace Lutheran Church (Eligible)
  - Johnson Parkway (Treating as eligible)
- South of I-94
  - Giesen-Hauser House/Peter & Mary Giesen House (Listed)

Grace Lutheran Church

Johnson Parkway

Giesen-Hauser House

7/9/2018

## Historic Properties: Saint Paul

- Dayton's Bluff
  - Texas Oil Co. Service Station (Eligibility pending)
  - Schornstein Grocery and Saloon (Listed)
  - Euclid View Flats (Listed)

Texas Oil Co. Service Station

Schornstein Grocery and Saloon

Euclid View Flats

7/9/2018

## Historic Properties: Saint Paul

- Dayton's Bluff
  - Frederick Reinecker House No. 1 (Treating as eligible)
  - Frederick Reinecker House No. 2 (Treating as eligible)
  - Peter Bott House and Garage (Treating as eligible)


Frederick Reinecker House No. 1


Frederick Reinecker House No. 2


Peter Bott House and Garage

7/9/2018

## Historic Properties: Saint Paul

- Dayton's Bluff
  - Tandy Row (Eligibility pending)
  - Bell-Weber House (Eligibility pending)
- Phalen Creek Valley
  - Phalen Creek Tunnel (Eligible)


Tandy Row


Bell-Weber House

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## Historic Properties: Saint Paul

- Downtown Potential Properties: Lowertown Area
  - Phalen Creek Tunnel (Eligible)
  - Lowertown Historic District (Listed)
    - Union Depot (Listed)
    - Finch, VanSlyck & McConville Dry Goods Co. Bldg. (Listed)
  - U.S. Post Office & Custom House (Listed)
  - Merchants National Bank (Listed)

Lowertown Hist. Dist.

Union Depot

U.S. Post Office & Custom House

7/9/2018

## Historic Properties: Saint Paul

- Downtown Potential Properties: Central Area
  - Saint Paul Urban Renewal Historic District (Eligible)
    - First Farmers & Merchants Bank / First National Bank Bldg. (Eligible)
    - Saint Paul Athletic Club (Eligible)

Urban Renewal Historic District

First F&M Bank / First National Bank

Saint Paul Athletic Club

7/9/2018

## Historic Properties: Saint Paul

- Downtown Potential Properties: Central Area
  - Pioneer & Endicott Buildings (Listed)
  - Manhattan Building (Listed)
  - Germania Bank Building (Listed)

Pioneer (left)
Endicott (right)

Manhattan Building

Germania Bank Building

7/9/2018

## Historic Properties: Saint Paul

- Downtown Potential Properties: Landmark Center Area
  - Rice Park Historic District (Eligible)
    - U.S. Post Office, Court House & Customs House (Listed)

Rice Park Historic District

U.S. Post Office, Court House & Customs House

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## Historic Properties: Saint Paul

- Downtown Potential Properties: Landmark Center Area
  - Rice Park Historic District (Eligible)
    - U.S. Post Office, Court House & Customs House (Listed)
    - St. Paul Public Library / James J. Hill Reference Library (Listed)
    - Saint Paul Hotel (Eligible)

Saint Paul Public Library / James J. Hill Reference Library

Saint Paul Hotel

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## Historic Properties: Saint Paul

- Downtown Potential Properties: Landmark Center Area
  - Hamm Building (Listed)
  - New Palace Theater / St. Francis Hotel (Eligible)
  - Mickey's Diner (Listed)

Hamm Building


Mickey's Diner

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## Next Steps

- Section 106
  - Q3 2018: Revise APE
  - Q3 – Q4 2018: Complete identification and evaluation of historic properties
  - Q3 2018 – Q1 2019: Assess effects
    - Consultation meeting to review potential effects
    - Consultation meeting to review findings
  - Q4 2018 – Q2 2019: resolve adverse effects (if needed)

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## Next Steps

- NEPA
  - Q1 2018 – Q2 2019: Prepare EA
  - Q3 2019
    - Publish EA
    - Comment period
    - Address comments
  - Q4 2019: Publish FONSI

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## Next Steps

# Questions?

For more information:
www.metrotransit.org/gold-line-project

**MnDOT Cultural Resources Unit**
Greg Mathis, Section 106 Lead
Greg.Mathis@state.mn.us

**METRO Gold Line BRT Project Office**
Chelsa Johnson, Environmental Lead
Chelsa.Johnson@metrotransit.org

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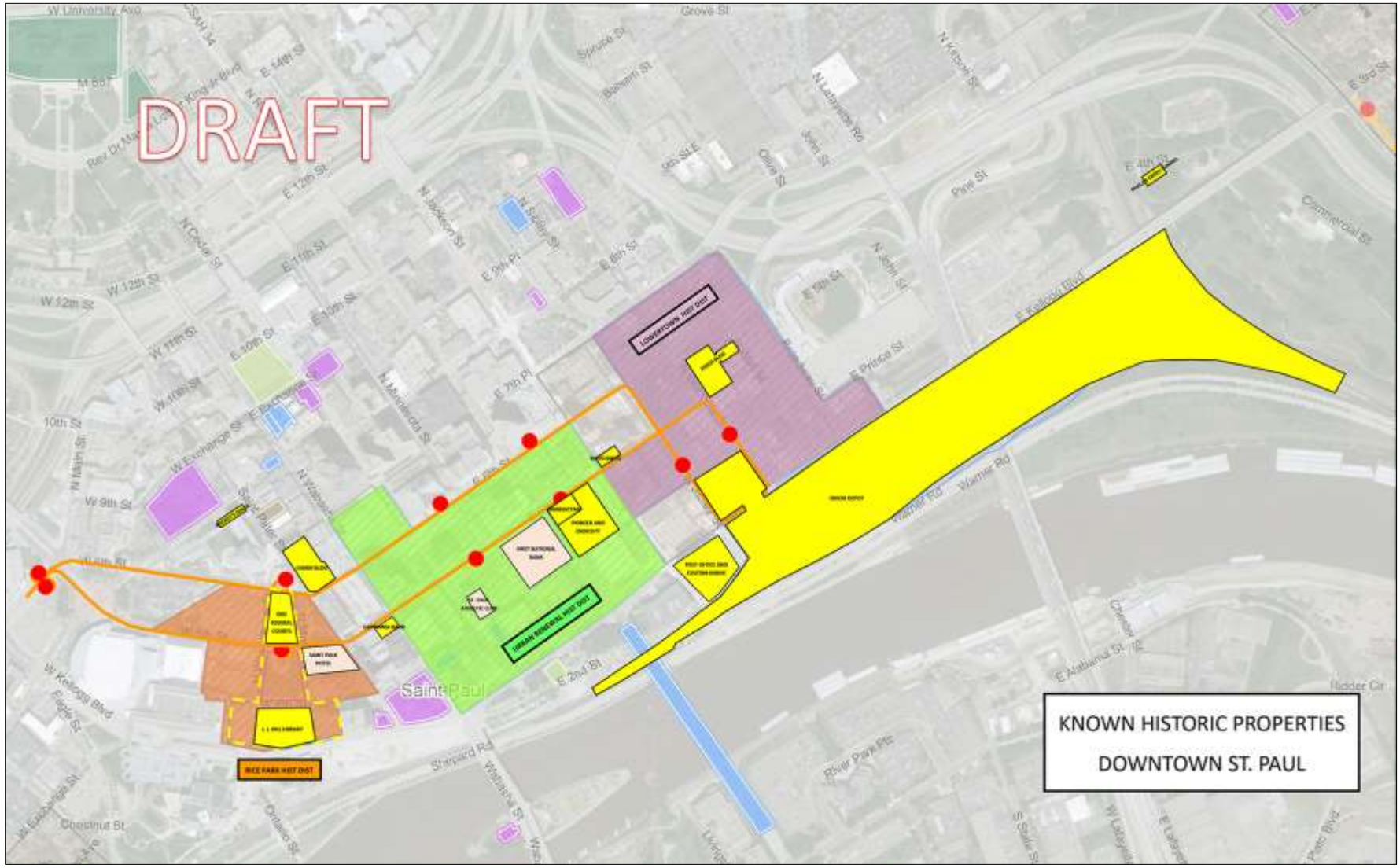
## FIGURE C.5-3: SAINT PAUL DOWNTOWN HISTORIC PROPERTIES MAP



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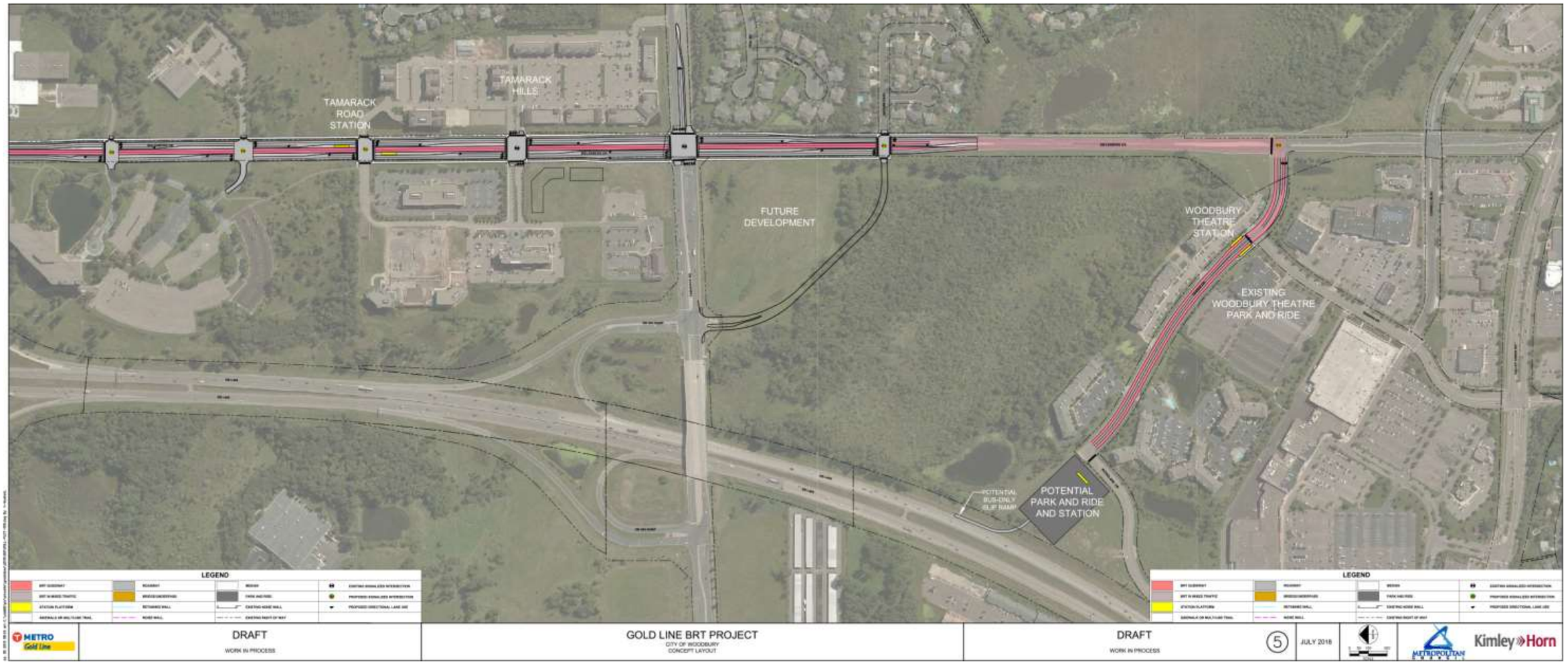
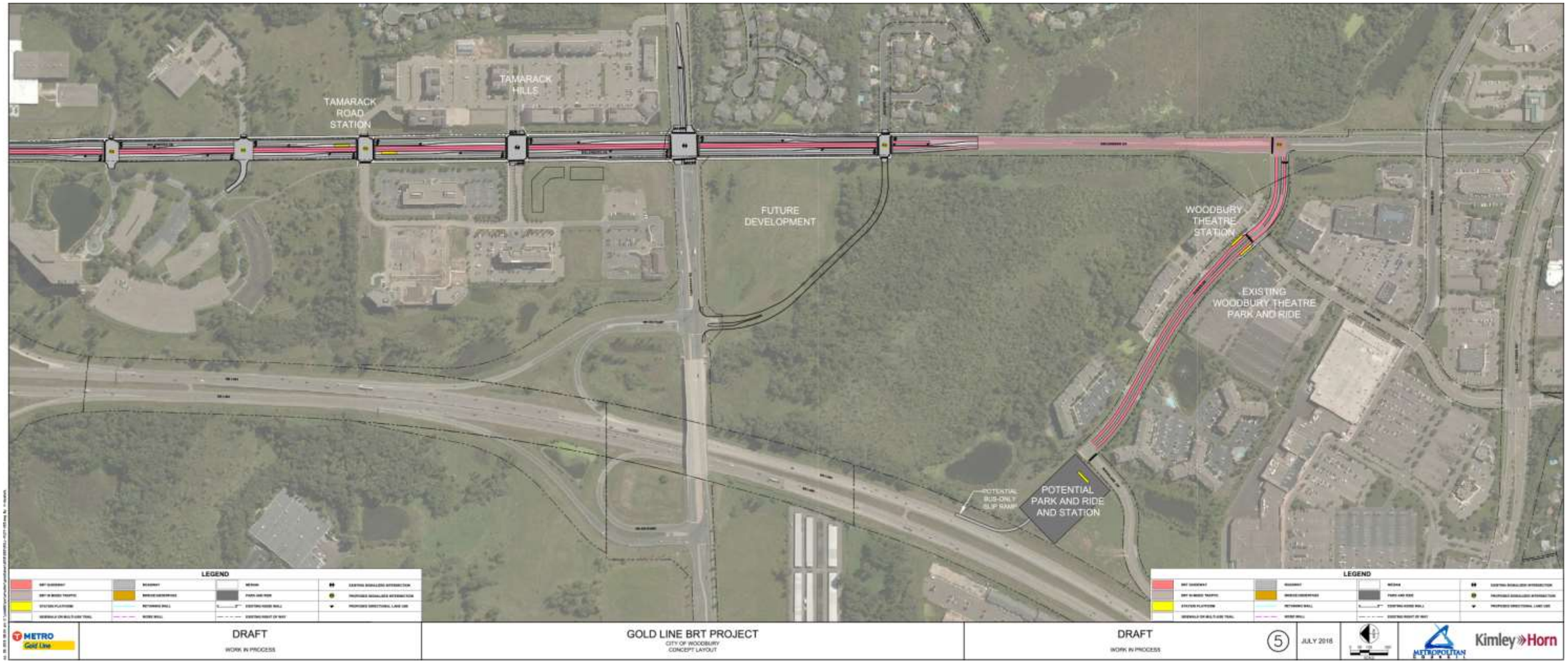
## FIGURE C.5-4: CONCEPT LAYOUT ROLL PLOTS


DAYTON'S BLUFF ELEMENTARY SCHOOL
MOUNDS BLVD STATION OPTION
EARL STREET STATION
RAPHAEL GARDENS SENIOR PLACE
WILSON COMMONS APARTMENTS
METRO/3M BUSINESS CENTER
ETNA STREET STATION
LEGEND
DRAFT
GOLD LINE BRT PROJECT
DRAFT
JULY 2019
Kimley»Horn


LEGEND
DRAFT
GOLD LINE BRT PROJECT
DRAFT
Kimley»Horn


POTENTIAL PARK & RIDE
WHITE BEAR AVENUE STATION
SUBWAY STATION
MAPLEWOOD STATION
TAMMERS LAKE
LEGEND
DRAFT
GOLD LINE BRT
Kimley»Horn


TAMARACK ROAD STATION
TAMARACK HILLS
FUTURE DEVELOPMENT
WOODBURY THEATRE STATION
EXISTING WOODBURY THEATRE PARK AND RIDE
POTENTIAL BUS-ONLY FLYER RAMP
POTENTIAL PARK AND RIDE AND STATION
LEGEND
LEGEND
METRO Gold Line
DRAFT
WORK IN PROCESS
GOLD LINE BRT PROJECT
CITY OF WOODBURY
CONCEPT LAYOUT
DRAFT
WORK IN PROCESS
5
JULY 2018
METROPOLITAN COUNCIL
Kimley»Horn


TAMARACK ROAD STATION
TAMARACK HILLS
FUTURE DEVELOPMENT
WOODBURY THEATRE STATION
EXISTING WOODBURY THEATRE PARK AND RIDE
POTENTIAL BUS-ONLY SLIP RAMP
POTENTIAL PARK AND RIDE AND STATION
LEGEND
LEGEND
METRO Gold Line
DRAFT
WORK IN PROGRESS
GOLD LINE BRT PROJECT
CITY OF WOODBURY
CONCEPT LAYOUT
DRAFT
WORK IN PROGRESS
5
JULY 2018
METROPOLITAN COUNCIL
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## C.5.2. Project Section 106 Consultation Meeting No. 2 – Sept. 11, 2018

### FIGURE C.5-5: CONSULTATION MEETING NO. 2 MEETING NOTES

DEPARTMENT OF TRANSPORTATION

METRO Gold Line

# Gold Line BRT Section 106 Consultation Meeting #2

**Date:** 09/11/2018 **Time:** 1:30 – 3:15 p.m. **Duration:** 1 hour 45 minutes

**Location:** Gold Line Project Office
121 7th Pl. E., Suite 102 – Large Conference Room
Saint Paul, MN 55101

**Meeting called by:** Greg Mathis

**Attendees:** FTA: Elizabeth Brieseth
MnSHPO: Sarah Beimers
Washington Co.: Sara Allen
Maplewood/HPC: Ginny Gaynor
St. Paul/HPC: Christine Boulware
MnDOT: Greg Mathis, Stephanie Atwood
GPO: Chris Beckwith, Lyssa Leitner, Chelsa Johnson, Nani Jacobson, Andrea Arnoldi, Michael Jischke

## Meeting Notes

### 1. Welcome and Introductions

Greg Mathis (MnDOT) welcomed the attendees and explained that the purpose of the meeting. The goal is to discuss potential effects of the Project on historic properties and gain on consensus on the types of potential effects to consider for each property to guide the assessment of effects. He then led introductions.

### 2. Project Updates

Chelsa Johnson (GPO) provided an update on the design scope and environmental clearance for the Project, and the progress since the July 9 consultation meeting. She reviewed the scope of the Project that will be analyzed in the Environmental Assessment and addressed some of the decisions that had recently been made, including the removal of the Maria Station option from further consideration, dedicated guideway vs. shared roadway along portions of Old Hudson Road, etc.

- Chris Beckwith (GPO) noted that the slip ramp is not part of this project, but will likely be a future Metro Transit project.
- Sarah Beimers (MnSHPO) asked about the timeline for the final EA. Chelsa responded that the final is anticipated for publication in July 2019 and that there would be a public comment period before FTA's decision.

Gold Line BRT Section 106 Consultation Meeting #2 1

### 3. Potential Effects on Historic Properties

For each of the following properties/areas, Greg gave a brief overview of the property and reviewed the potential effects MnDOT CRU has identified for each historic property, then asked for input from consulting parties on whether they agreed with the potential effects identified, if there were other potential effects that should be considered, or if there were any other concerns they should be award of moving forward. Properties were discussed beginning in Maplewood and moving east.

1. **3M Center:** Greg identified the following potential effects for this property: partial acquisition of property for Project use; alterations to the edge of the district and its setting (direct physical and indirect visual effects), including changes to existing infrastructure (landscape and circulation network), and the introduction of new project elements (BRT guideway, station, bridges, trail, retaining walls, traffic signals, storm water, etc.); changes to access and traffic; and construction noise and vibration.
    - Ginny Gaynor (Maplewood HPC) asked if the effects relate to what is there now or what was there historically. Greg responded that the assessment will look at all changes to the district. Ginny said that the Maplewood HPC would like to go into depth about the property at its next meeting (early October).
    - Sarah commented that the potential effects are all captured. She noted the importance of the connectivity of the campus and emphasized that the Project figure out what all can be achieved through design. She recommended that there also be a review of the Landscape Standards (Guidelines for Treatment of Cultural Landscapes) as the more green space is lost here, the greater impact there will be on the property's integrity.
    - Ginny requested that the document (EA?) have good maps to show the changes over time.
    - Sarah asked about the proposed retaining walls. Andrea Arnoldi (GPO) explained that their height can be changed if grading into the site is undertaken. Sarah then asked if the new construction will be entirely over green space, rather than just ROW. Greg said that the construction will be primarily on sodded yard.
    - Ginny asked about the width of the guideway. Andrea replied that it would be about 45 feet. Ginny then asked about the trail at McKnight, and Andrea said that it would be a grade-separated trail.
    - Sarah asked about any access changes. Andrea replied that there are currently plans for signals only when buses are present.
    - The Consulting Parties agreed with the potential effects as presented.

2. **Grace Lutheran Church:** Greg identified the following potential effects for this property: partial acquisition of the property for project use; alterations to the property and its setting (direct physical and indirect visual effects), including the introduction of new project elements (BRT guideway, sidewalks, road and stormwater pond on the property, etc.), changes to property access/circulation pattern, changes to the property's size and shape, and landscape alterations; construction noise and vibration; and noise from BRT operations.
    - Christine Boulware (St. Paul/HPC) commented that it looks like most of the work is outside of the historic boundary, aside from the cul-de-sac. She asked about the height of the retaining wall. Michael Jischke (BPO) responded that it is currently difficult to provide a number.

- Christine asked if there are any historic elements related to the site and landscaping. Greg said that most of the current elements were added recently. The access has changed but it still has the suburban church design.
- Christine reiterated Sarah's comment on 3M about using appropriate design. Sarah added that this property would be easier as the Project is going through the backyard, whereas at 3M it is going through the front.
- The Consulting Parties agreed with the potential effects as presented.

3. **Johnson Parkway:** Greg identified the following potential effects for this property: acquisition of a small portion of the property for the project use; and alterations to a short segment of the property and its setting (direct physical and indirect visual effects), including changes to existing infrastructure (changes to intersections along parkway, topography, and landscaping) the introduction of new project elements (BRT bridge over the parkway, new retaining and noise walls, storm water storage across the street, etc.).
   - Chelsa noted that the cul-de-sac is not part of the Project, but since it is likely to be completed by the city before Project work begins, it is being treated as an existing condition. Michael presented preliminary plans of current site and proposed plans for the new guideway bridge and related infrastructure. He explained the Project's rationale for current design decisions. Greg added that the team is open to other ideas.
   - Sarah asked about the planned bridge width. Michael responded about 39 feet with a 22 foot space between it and the I-94 bridge. Sarah asked about I-94's width. Michael said that there are currently 5 lanes in each direction. He would estimate about 100'.
   - Nani Jacobson (GPO) asked about the potential of going under the lanes. Sarah expressed concern about adding to the "tunnel effect" but said she would think further on this. While linear districts are somewhat flexible and the I-94 bridge has already hurt it, it does not mean that the Project should add to the problem. The approach should remain minimal and the Project should look to further minimize impacts. Greg commented that the focus is on maintaining vegetation and maintaining the grade to minimize effects from the guideway. Tree plantings will be important because of new grading and creating a new edge of the property.
   - Christine discussed the approach on the curve from the north. She likes the approach of the design and agreed it is important to keep the design minimal. The Consulting Parties agreed with the potential effects as presented.

4. **Giesen-Hauser House/Peter and Mary Giesen House:** Greg identified the following potential effects for this property: visual effects from the introduction of new project infrastructure (pedestrian bridge, new noise wall across Interstate 94) to the property's setting; and construction noise and vibration from the removal/construction of a pedestrian bridge on the adjacent parcel.
   - Sarah asked if the new pedestrian bridge would be in the same place and have the same elevation. Andrea noted that the bridge replacement in this area is potential local work by MnDOT; therefore, the design has not been advanced very far under the Project. Michael added that accessibility will be a factor in design.
   - The Consulting Parties agreed with the potential effects as presented.

5. **Texas Company Service Station:** Greg identified the following potential effects for this property: alterations to the property and its setting (direct physical and indirect visual) from the realignment of sidewalks and loss of boulevard; alteration of Hudson Road access to the property and the closure of the intersection of Hudson Road and Bates Avenue, which will alter historic circulation patterns on the property as well as its access to and association with the historic highway; the removal of historic features on property (sign mounts, concrete boulevards; and visual effects of the new guideway, noise walls, and related landscaping; changes to traffic and parking; and construction noise and vibration.
    - Christine noted this is in the Dayton's Bluff Local Historic District and has been a "problem property" for a while. She requested that any curb changes should reflect the historic use and that new access would be period appropriate.
    - **ACTION:** Christine will share research they have on the property with Greg.
    - The Consulting Parties agreed with the potential effects as presented.

6. **Bell-Weber House:** Greg identified the following potential effects for this property: station area redevelopment that includes potential redevelopment of this property; visual effects from Mounds Station and related project infrastructure (widened road at Mounds Boulevard, traffic signals, new retaining wall, station); changes to traffic and parking; and construction noise.
    - Michael noted that one lane on 3rd Street will be removed to accommodate the BRT. Greg reminded the group that the Dayton's Bluff District is not eligible for the NRHP, so for 106 purposes, eligible properties within the district boundaries are being considered individually.
    - Christine noted that the area has been reviewed for proper zoning. Both she and Sarah said they generally agreed with the effects.
    - The Consulting Parties agreed with the potential effects as presented.

7. **Mounds Station Area Properties (Frederick Reinecker House #1 and #2, Peter Bott House and Garage, Tandy Row):** Greg identified the following potential effects for these properties: visual effects from potential redevelopment at station area; and changes to traffic and parking.
    - Michael provided more information about the design for the Mounds Station. Christine expressed concern about the retaining wall design and materials.
    - The Consulting Parties agree with the potential effects as presented.

8. **Phalen Creek Tunnel:** Greg identified the following potential effect for this property: visual effects on views from the tunnel portal of GBRT buses operating on the Kellogg Avenue Bridge.
    - The Consulting Parties agreed with the potential effects as presented.
    - At this point in the meeting, Greg confirmed with parties that the next consultation meeting would be held on September 25 to finish consideration of any properties not discussed today.

9. **Lowertown Area (includes the Lowertown Historic District and individually listed properties within the district (Finch, VanSlyck and McConville Dry Goods Company Building and part of Union Depot):** Greg explained the issue of overlapping eligible and listed properties in the downtown area and the difficulty this posed in assessing effects. He said that any individually eligible or listed properties within a listed/eligible district will be evaluated under the district as a whole, but that Union Depot would also be looked at separately due to the specific effects to it. He then identified the following potential effects for properties in the Lowertown Historic District: alterations to the district and its setting (direct physical

and indirect visual effects), including the introduction of two new stations and related infrastructure (stations, signage, changes in curbing) and improvements within the district; changes to traffic and parking; noise from station and BRT operations on noise sensitive properties within district; and construction noise and vibration.

10. **Saint Paul Union Depot:** In addition to the potential effects identified for the Lowertown Area, Greg identified the following additional potential effects for Union Depot: alterations to the property and its setting (direct physical and indirect visual effects), including the introduction of new project infrastructure to the property (pylon sign, ticket vending machine, and fare-collection system) and two new stations into the property's setting; changes to traffic within the Depot bus loop and in the vicinity of property and to nearby parking; and increased use of the property by transit users.
    - Michael provided a quick overview of the proposed BRT alignment, especially how it will interact with the Union Depot property.
    - The Consulting Parties agreed with the potential effects for Lowertown and Union Depot as presented.

The remaining properties will be discussed during the September 25 meeting.

**STATION DESIGN**
Michael presented tentative station design plans for the stations throughout the downtown.

1. Lowertown Stations:
    - Christine pointed the importance of paying attention to the remaining sandstone and granite curbing, alleys, and five-globe lighting. The Project needs to look at potential bump-outs and removing drive lanes and loss of on-street parking. Prior alterations were within the period of significance, so now the Project will need to look at how BRT design fits in.
    - Michael mentioned the difficulty with the grade at Wacouta. Christine said the stations in Lowertown should employ darker colors. For the pylon, the design should "stay within the language" of Lowertown.
    - Ginny asked if there would be a consistent shelter size. Andrea responded that the Project is still deciding, but there are many goals to be met at all the sites.
    - Sarah said the renderings were deceiving as the work involved doubling the width of the sidewalk in these areas. She continued that it may be better to have stations mid-block or design something more gradual.
    - Michael explained that the renderings show the TVMs (ticket vending machines), which will be at every station. It is currently unknown if there will also be utility boxes.

## 4. Next Steps

Greg noted that the revised APE will be available in October. Ginny asked if additional details and information will be available during the consultation process. Greg responded that 15% design will be completed with the issuance of the Determination of Effect and design will be advance further for certain areas. Greg reiterated that the next consultation meeting will be September 25 and additional information will follow.

| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
|---|---|---|
| 1. Provide Maplewood with Phase I Report to allow review of properties determined not eligible | Greg Mathis | Complete |
| 2. Schedule recurring meetings and send Outlook invitations to parties | MnDOT CRU | Complete |
| 3. Share research on the Texas Company Service Station property with MnDOT CRU (Greg) | Christin Boulware | |

Meeting Materials

- METRO Gold Line BRT Section 106 Consultation Meeting No. 2 PowerPoint, September 11, 2018
- Concept Plans – Historic Properties – 20180911
- DT StPaul Station Plans and Visualizations - 20180911
- JohnsonPkwy – Combined - 20180911

Gold Line BRT Section 106 Consultation Meeting #2 6

## FIGURE C.5-6: CONSULTATION MEETING NO. 2 PRESENTATION



## Project Updates

**Topic**

- Overview of EA Scope

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## Potential Effects on Historic Properties

- Goal: Review *potential* Project effects on historic properties to focus future consultation
  - Achieve agreement on potential effects
  - Gain design input for specific locations
- Today
  - Goal is to get through all properties
    - Start on east end of corridor
  - If we need more time, will hold another consultation meeting soon
    - e.g. finish discuss on properties in Downtown Saint Paul

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## Potential Effects on Historic Properties

- Still in the process of revising the APE to reflect scope changes
  - Following properties likely will not be included in revised A/H APE
    - Schornstein Grocery and Saloon
    - Euclid View Flats
    - Mickey's Diner
- Additional individually eligible properties identified in the Urban Renewal Historic District

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## 3M Center, Maplewood

- Eligible under NRHP Criterion A in the areas of Innovation and Commerce
- Potential Effects
  - Partial acquisition of property for project use
  - Alterations to the edge of the district and its setting (direct physical and indirect visual effects), including changes to existing infrastructure (landscape and circulation network), and the introduction of new project elements (BRT guideway, station, bridges, trail, retaining walls, traffic signals, storm water, etc.)
  - Changes to access and traffic
  - Construction noise and vibration

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## Grace Lutheran Church, Saint Paul

- Eligible under NRHP Criterion C in the area of Architecture
- Potential Effects
  - Partial acquisition of the property for project use
  - Alterations to the property and its setting (direct physical and indirect visual effects), including the introduction of new project elements (BRT guideway, sidewalks, road and stormwater pond on the property, etc.), changes to property access/circulation pattern, changes to the property's size and shape, and landscape alterations
  - Construction noise and vibration
  - Noise from BRT operations

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## Johnson Parkway, Saint Paul

- Treating as eligible under NRHP Criterion A in the areas of Entertainment/Recreation and Community Planning and Development, and under Criterion C in the area of Architecture
- Potential Effects
  - Acquisition of a small portion of the property for the project use
  - Alterations to a short segment of the property and its setting (direct physical and indirect visual effects), including changes to existing infrastructure (changes to intersections along parkway, topography, and landscaping) the introduction of new project elements (BRT bridge over the parkway, new retaining and noise walls, storm water storage across the street, etc.)

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## Giesen-Hauser House, Saint Paul

- Listed under NRHP Criterion A in the area of Commerce and under Criterion C in the area of Architecture
- Potential Effects
  - Visual effects from the introduction of new project infrastructure (pedestrian bridge, new noise wall across Interstate 94) to the property's setting
  - Construction noise and vibration from the removal/construction of a pedestrian bridge on the adjacent parcel

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## Texas Company Service Station, Saint Paul

- Eligible under NRHP Criterion A in the areas of Commerce and Transportation and under Criterion C for Architecture
- Potential Effects
  - Alterations to the property and its setting (direct physical and indirect visual) from the realignment of sidewalks and loss of boulevard; alteration of Hudson Road access to the property and the closure of the intersection of Hudson Road and Bates Avenue, which will alter historic circulation patterns on the property as well as its access to and association with the historic highway; the removal of historic features on property (sign mounts, concrete boulevards; and visual effects of the new guideway, noise walls, and related landscaping
  - Changes to traffic and parking
  - Construction noise and vibration

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## Bell-Weber House, Saint Paul

- Eligible under NRHP Criterion C in the area of Architecture
- Potential Effects
  - Station area redevelopment that includes potential redevelopment of this property
  - Visual effects from Mounds Station and related project infrastructure (widened road at Mounds Boulevard, traffic signals, new retaining wall, station)
  - Changes to traffic and parking
  - Construction noise

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## Other Mounds Station Area Properties

- Eligible under NRHP Criterion C in the area of Architecture
  - Frederick Reinecker House No. 1 (Treating as eligible)
  - Frederick Reinecker House No. 2 (Treating as eligible)
  - Peter Bott House (Treating as eligible)
  - Tandy Row (Eligible)

Frederick Reinecker House No. 1

Frederick Reinecker House No. 2

Peter Bott House and Garage

9/11/2018

## Other Mounds Station Area Properties

- Potential Effects
  - Visual effects from potential redevelopment at station area
  - Changes to traffic and parking

Tandy Row

9/11/2018 15

## Phalen Creek Tunnel

- Eligible under NRHP Criterion C in the area of Engineering
- Potential Effects
  - Visual effects on views from the tunnel portal of GBRT buses operating on the Kellogg Avenue Bridge

9/11/2018 16

## Lowertown Area, Saint Paul

- Lowertown Historic District
  - Listed under Criterion A in the areas of Commerce, Industry and Transportation, and under Criterion C in the area of Architecture (and Landscape Architecture)
- Finch, Van Slyck & McConville Dry Goods Company Building
  - Listed under Criterion A in the area of Commerce and under Criterion C in the area of Engineering

Lowertown Historic District

Finch, Van Slyck & McConville Building

9/11/2018 17

## Lowertown Area, Saint Paul

- Potential Effects
  - Alterations to the district and its setting (direct physical and indirect visual effects), including the introduction of two new stations and related infrastructure (stations, signage, changes in curbing) and improvements within the district
  - Changes to traffic and parking
  - Noise from station and BRT operations on noise sensitive properties within district
  - Construction noise and vibration

Lowertown Historic District

Finch, Van Slyck & McConville Building

9/11/2018 18

## Saint Paul Union Depot, Saint Paul

- Listed under NRHP Criterion A in the areas of Transportation, Commerce, and Industry and under Criterion C for Engineering
- Potential Effects
  - Alterations to the property and its setting (direct physical and indirect visual effects), including the introduction of new project infrastructure to the property (pylon sign, ticket vending machine, and fare-collection system) and two new stations into the property's setting
  - Changes to traffic within the Depot bus loop and in the vicinity of property and to nearby parking
  - Increased use of the property by transit users

9/11/2018 19

## U.S Post Office & Custom House, Saint Paul

- Listed under NRHP Criterion A in the area of Politics/Government
- Potential Effects
  - Changes to traffic and parking
  - Noise from BRT operations

9/11/2018 20

## Merchants National Bank, Saint Paul

- Listed under NRHP Criterion A in the areas of Commerce and Politics/Government, and under Criterion C for Architecture
- Potential Effects
  - Visual effects from the introduction of new project infrastructure and BRT route (station, signage, changes in curbing) into the property's setting
  - Changes to traffic and parking
  - Noise from BRT operations

9/11/2018 21

## Pioneer Press & Endicott Buildings, Saint Paul

- Listed under NRHP Criterion A in the areas of Commerce and Communication (Pioneer only), Criterion C for Architecture
- Potential Effects
  - Visual effects from the introduction of new project infrastructure and BRT route (station, signage, changes in curbing) into the properties' setting
  - Changes to traffic and parking
  - Construction noise

Pioneer Building

Endicott Building

9/11/2018 22

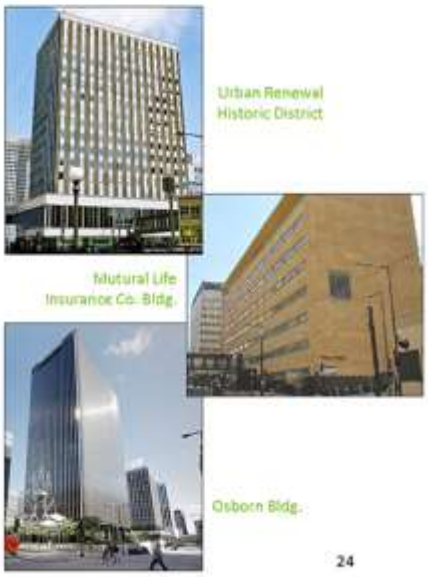
## Manhattan Building, Saint Paul

- Listed under NRHP Criterion A in the area of Commerce, Criterion B for association with Clarence H. Johnson Sr., and Criterion C in the area of Architecture
- Potential Effects
  - Visual effects from the introduction of project infrastructure (station, signage, lighting, ticketing, changes in curbing) into the property's immediate setting
  - Possible direct effects to the buildings vaults to construct the new station
  - Possible changes to building access and circulation patterns
  - Changes to traffic and parking
  - Noise from station and BRT operations
  - Construction noise and vibration

9/11/2018 23

## Urban Renewal Area, Saint Paul

- Saint Paul Urban Renewal Historic District
  - Eligible under Criterion A in the areas of Community Planning and Development, and Politics/Government
- Mutual Life Insurance Company Bldg.
  - Listed under Criterion A in the area of Commerce and under Criterion C in the area of Architecture
- Osborn Building
  - Eligible under Criterion C in the area of Architecture




9/11/2018 24

## Urban Renewal Area, Saint Paul

- Degree of Honor Protective Association Building
  - Eligible under Criterion A in the area of Social History
- Potential Effects
  - Alterations to the district and its setting (direct physical and indirect visual effects) from the introduction of four new stations (stations, lighting, signage, curb changes) within (1 station) or adjacent to (3 stations) the district and related infrastructure (potential sidewalk and roadway improvements)
  - Changes to traffic and parking
  - Noise from station and BRT operations
  - Construction noise and vibration

Degree of Honor Bldg.

9/11/2018 25

## First Farmers & Merchants Bank/First National Bank, Saint Paul

- Eligible under NRHP Criterion A in the area of Commerce
- Potential Effects
  - Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting
  - Changes to traffic and parking

9/11/2018 26

## Saint Paul Athletic Club, Saint Paul

- Eligible under NRHP Criterion A in the area of Social History and under Criterion C in the area of Architecture
- Potential Effects
  - Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting

9/11/2018 27

## Germania Bank, Saint Paul

- Listed under NRHP Criterion C in the area of Architecture
- Potential Effects
  - Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting
  - Changes to traffic and parking
  - Noise from BRT operations

9/11/2018 28

## Rice Park Station Area, Saint Paul

- Rice Park Historic District
  - Eligible under Criterion A in the areas of Community Planning & Development, Education and Politics/ Government, and under Criterion C in the area of Architecture/Landscape Architecture
- U.S. Post Office, Court House & Customs House
  - Listed under Criterion C in the area of Architecture
- Saint Paul Hotel
  - Eligible under Criterion A in the area of Commerce and under Criterion C in the area of Architecture
- St. Paul Public Library
  - Listed under Criterion A in the area of Education and under Criterion C in the area of Architecture

Rice Park Historic District

U.S. Post Office, Court House & Customs House

9/11/2018 29

## Rice Park Station Area, Saint Paul

- Potential Effects
  - Alterations to the district (direct physical and indirect visual effects) from the introduction of a new station and related infrastructure and improvements (station, signage, changes in curbing and sidewalks) to the district
  - Changes to traffic and parking
  - Noise from station and BRT operations
  - Construction noise and vibration
  - Increased use of the park by transit users

Saint Paul Public Library / James J. Hill Reference Library

Saint Paul Hotel

9/11/2018 30

## Hamm Plaza Station Area, Saint Paul

- Rice Park Historic District
- U.S. Post Office, Court House & Customs House
- Hamm Building
  - Listed under Criterion C in the area of Architecture
- New Palace Theatre / St. Francis Hotel
  - Eligible under Criterion A in the areas of Entertainment/Recreation and Commerce, and under Criterion C in the area of Architecture

Hamm Building

New Palace Theatre / St. Francis Hotel

9/11/2018 31

## Hamm Plaza Station Area, Saint Paul

- Potential Effects
  - Visual effects from the introduction of project infrastructure (station, plaza expansion, roadway improvements, new sidewalk, signage) into the setting of nearby historic properties
  - Changes to traffic and parking
  - Noise from station and BRT operations
  - Construction noise and vibrations

9/11/2018 32


## Next Steps

- Section 106
  - Q3 2018: Revise APE
  - Q3 – Q4 2018: Complete identification and evaluation of historic properties
  - Q3 2018 – Q1 2019: Assess effects
    - Consultation meeting(s) to review findings
  - Q4 2018 – Q2 2019: resolve any adverse effects (if needed)

9/11/2018 34

## Next Steps

- NEPA
  - Q1 2018 – Q2 2019: Prepare EA
  - Q3 2019
    - Publish EA
    - Comment period
    - Address comments
  - Q4 2019: Publish FONSI

9/11/2018 35

## Next Steps

# Questions?

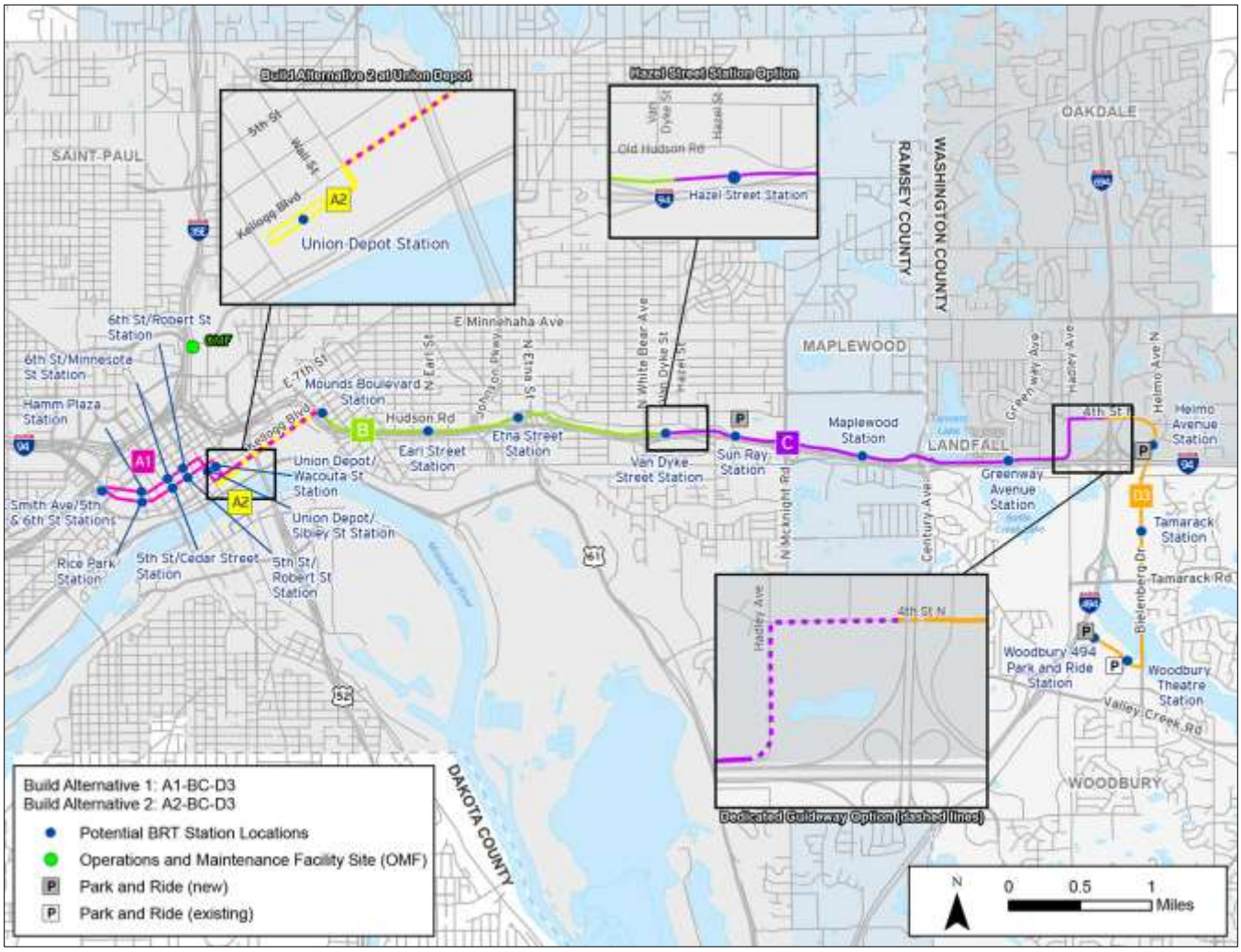
For more information:
www.metrotransit.org/gold-line-project

**MnDOT Cultural Resources Unit**
Greg Mathis, Section 106 Lead
Greg.Mathis@state.mn.us

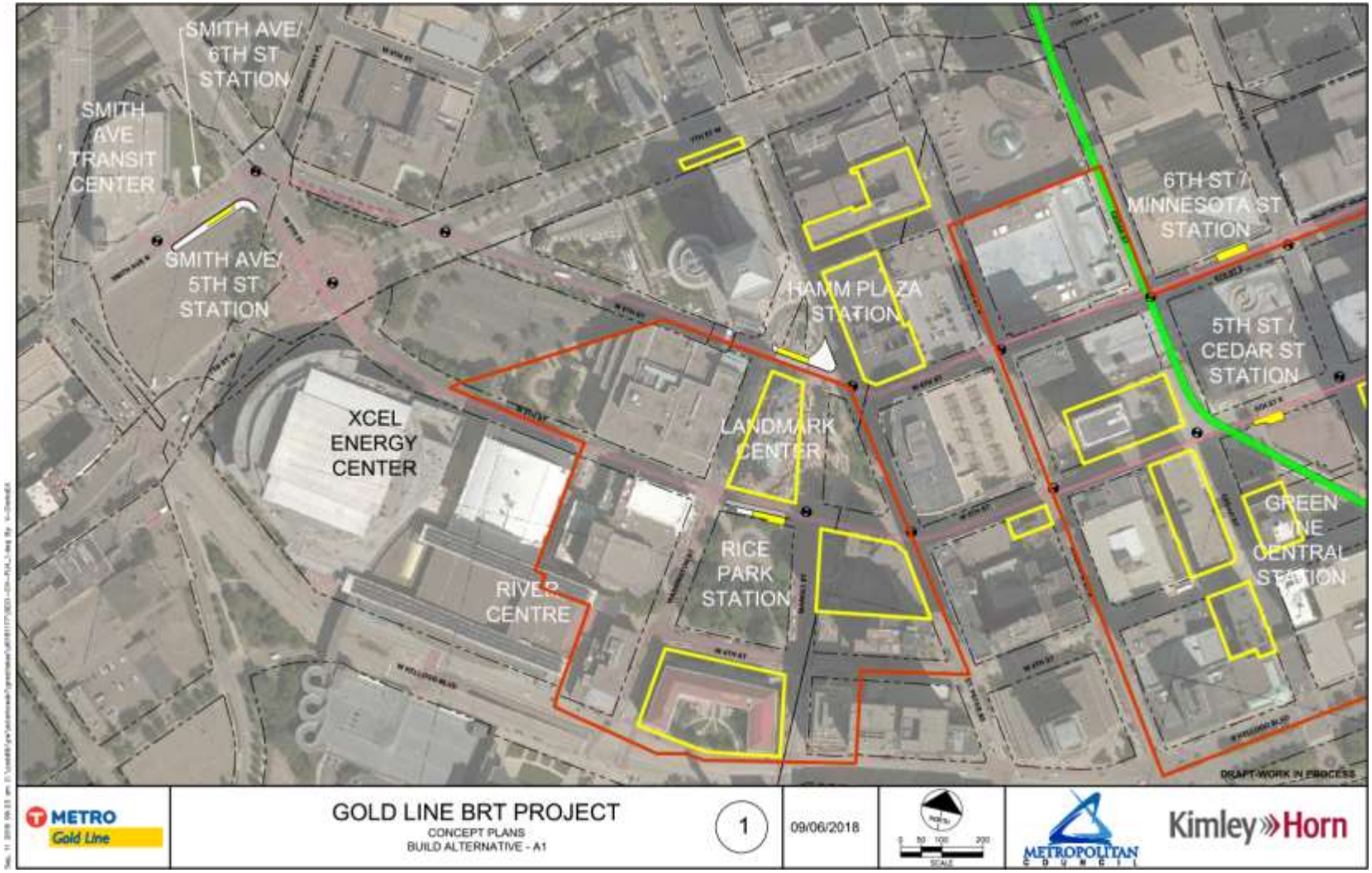
**METRO Gold Line BRT Project Office**
Chelsa Johnson, Environmental Lead
Chelsa.Johnson@metrotransit.org

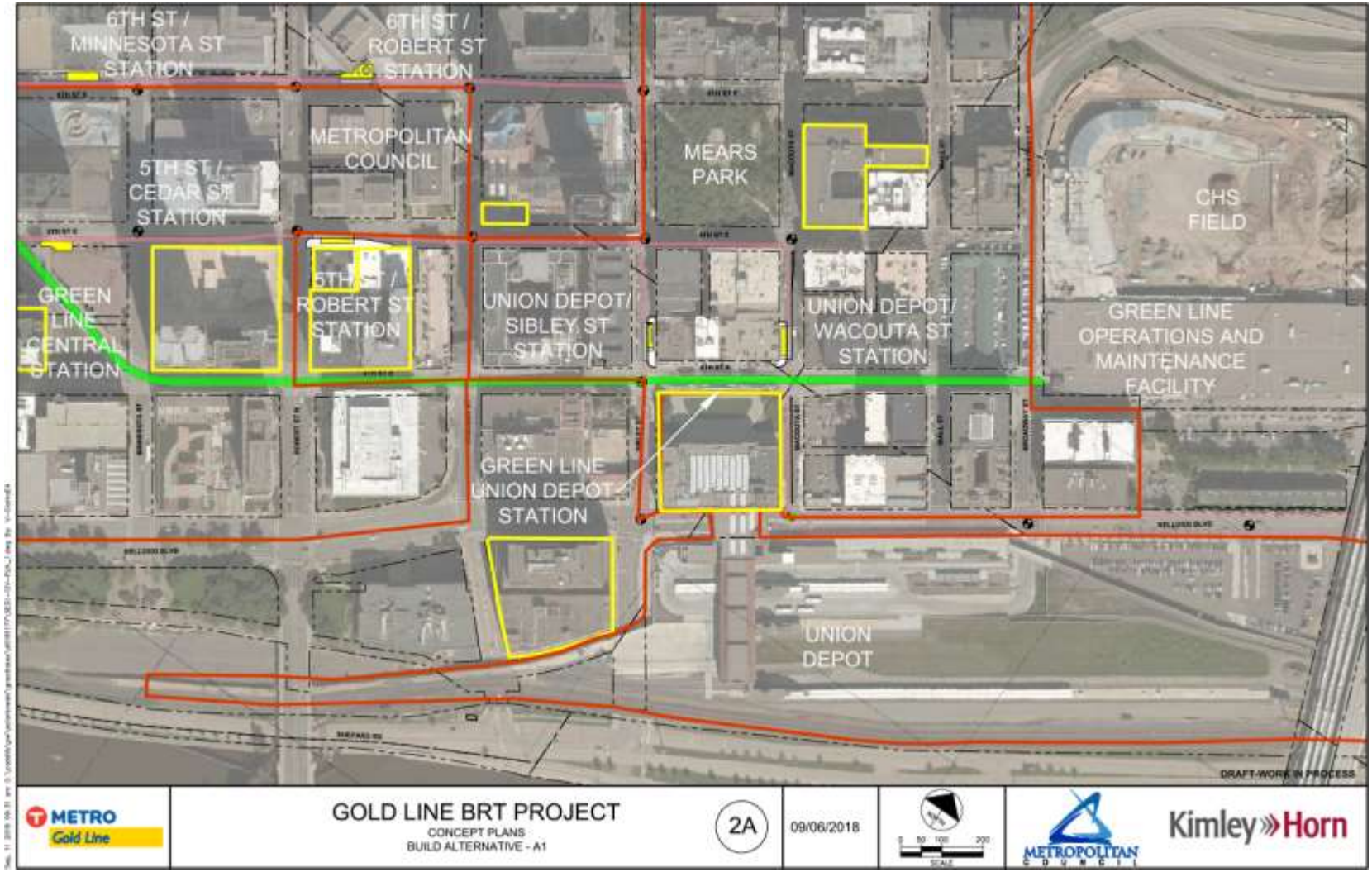
9/11/2018 36

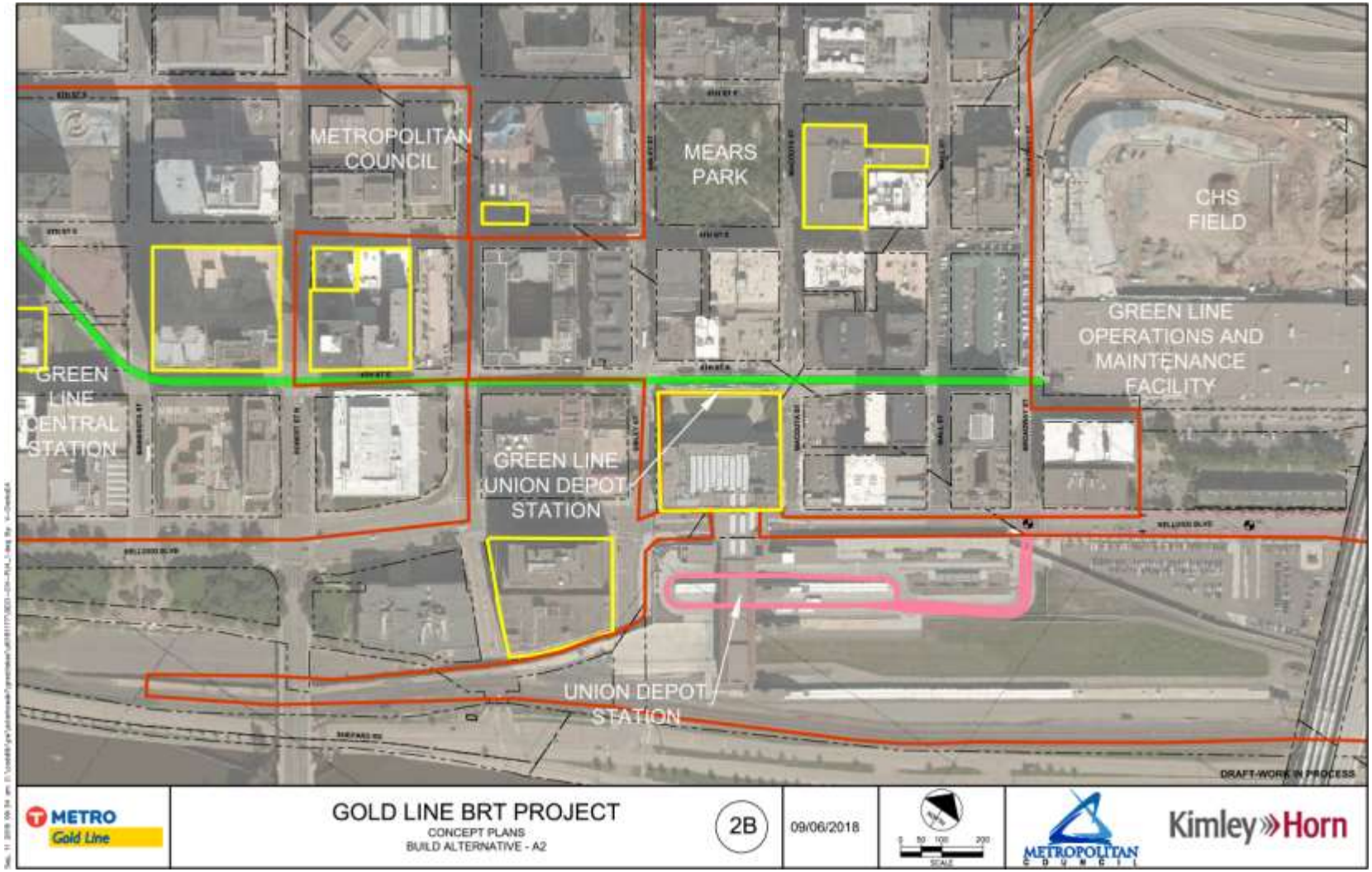
## FIGURE C.5-7: BUILD ALTERNATIVES ALIGNMENT MAP



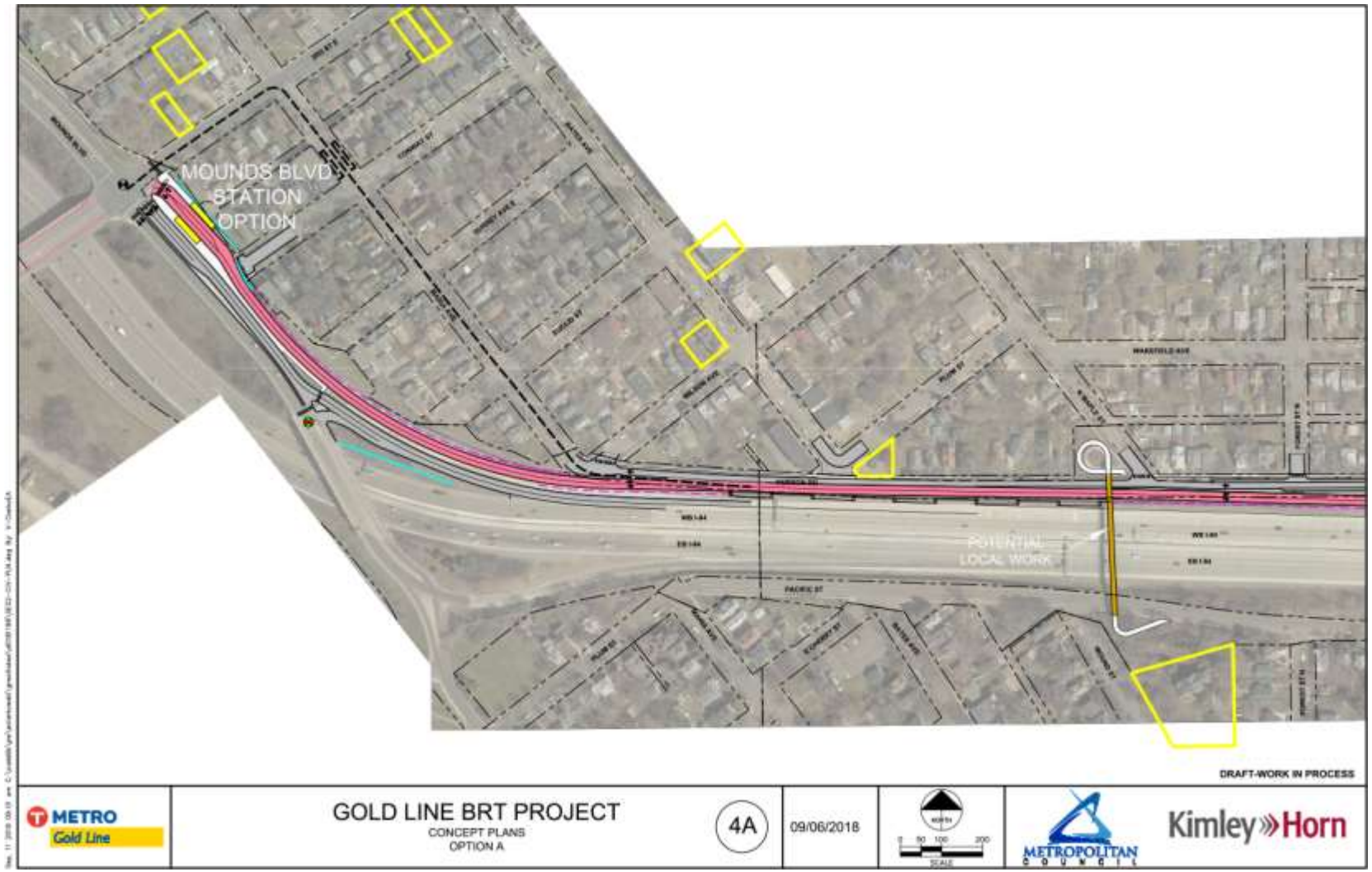
## FIGURE C.5-8: CONCEPT PLANS



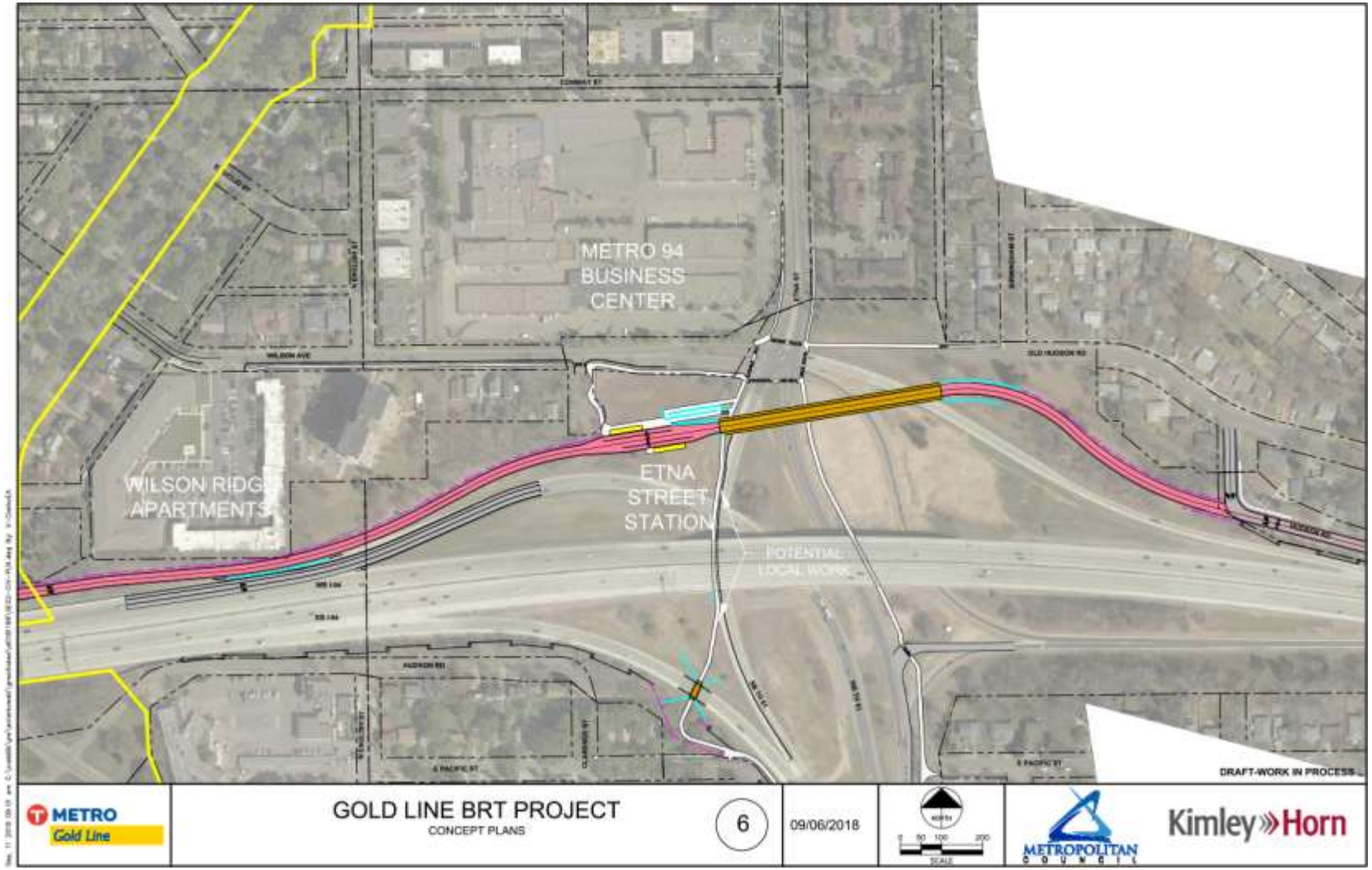

6TH ST / MINNESOTA ST STATION
6TH ST / ROBERT ST STATION
METROPOLITAN COUNCIL
MEARS PARK
5TH ST / CEDAR ST STATION
CHS FIELD
GREEN LINE CENTRAL STATION
6TH ST / ROBERT ST STATION
UNION DEPOT/ SIBLEY ST STATION
UNION DEPOT/ WACOUTA ST STATION
GREEN LINE OPERATIONS AND MAINTENANCE FACILITY
GREEN LINE UNION DEPOT STATION
UNION DEPOT
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
BUILD ALTERNATIVE - A1
2A
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn

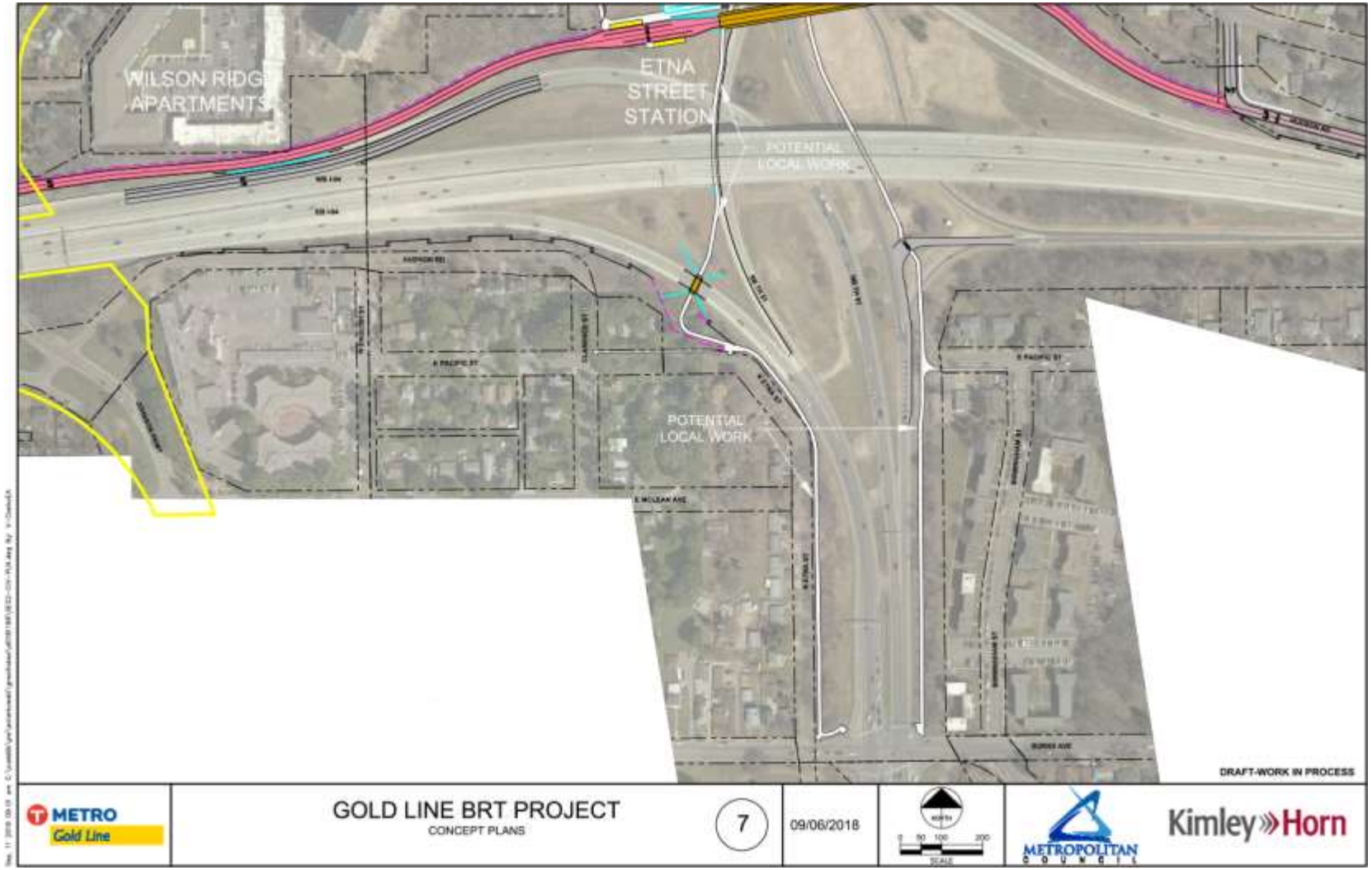

METROPOLITAN COUNCIL
MEARS PARK
CHS FIELD
GREEN LINE OPERATIONS AND MAINTENANCE FACILITY
GREEN LINE CENTRAL STATION
GREEN LINE UNION DEPOT STATION
UNION DEPOT STATION
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
BUILD ALTERNATIVE - A2
2B
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn

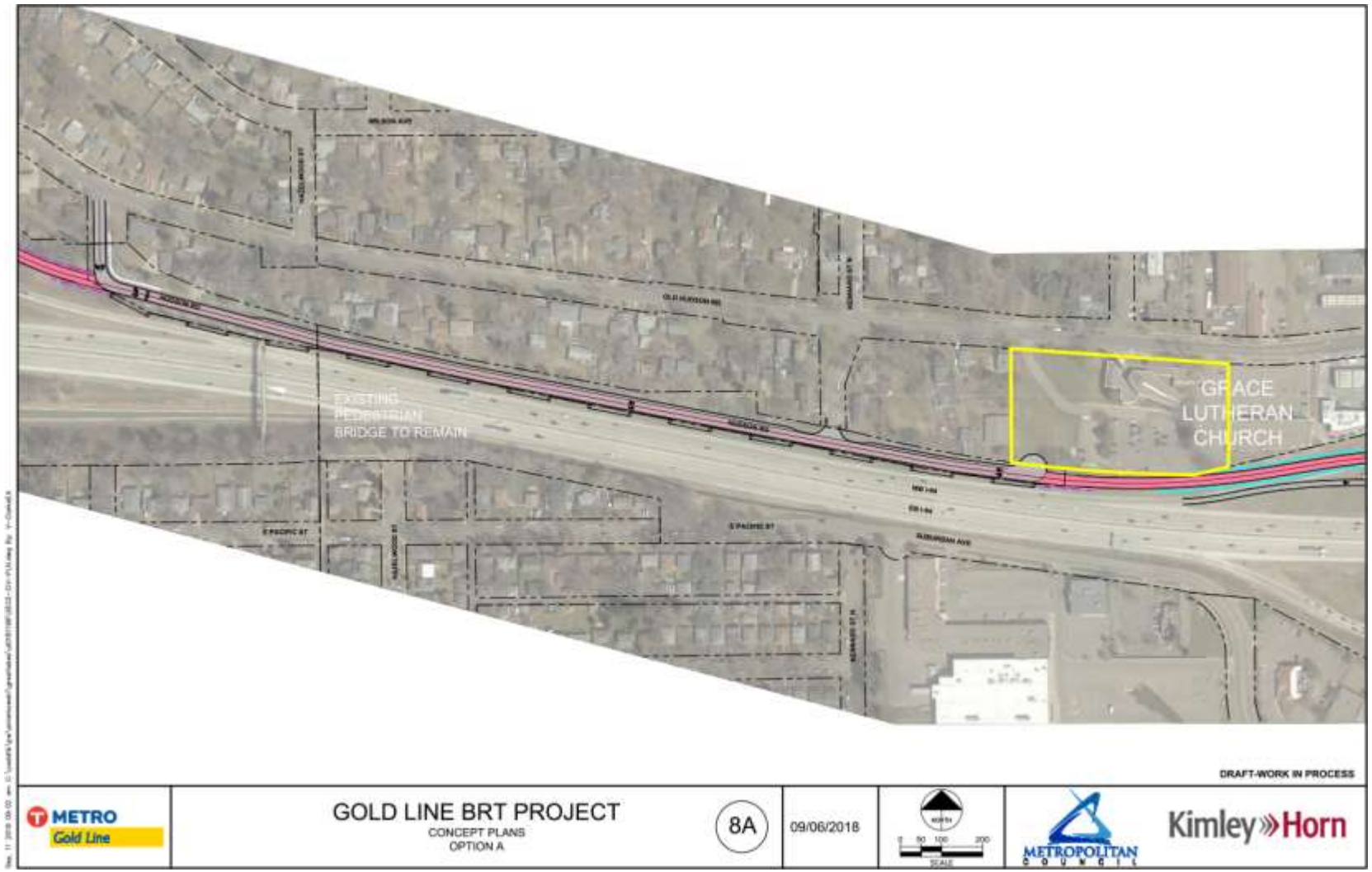

KELLOGG BLVD
KELLOGG BLVD
DRAFT WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
3
09/06/2018
0 50 100 200
METROPOLITAN COUNCIL
Kimley»Horn

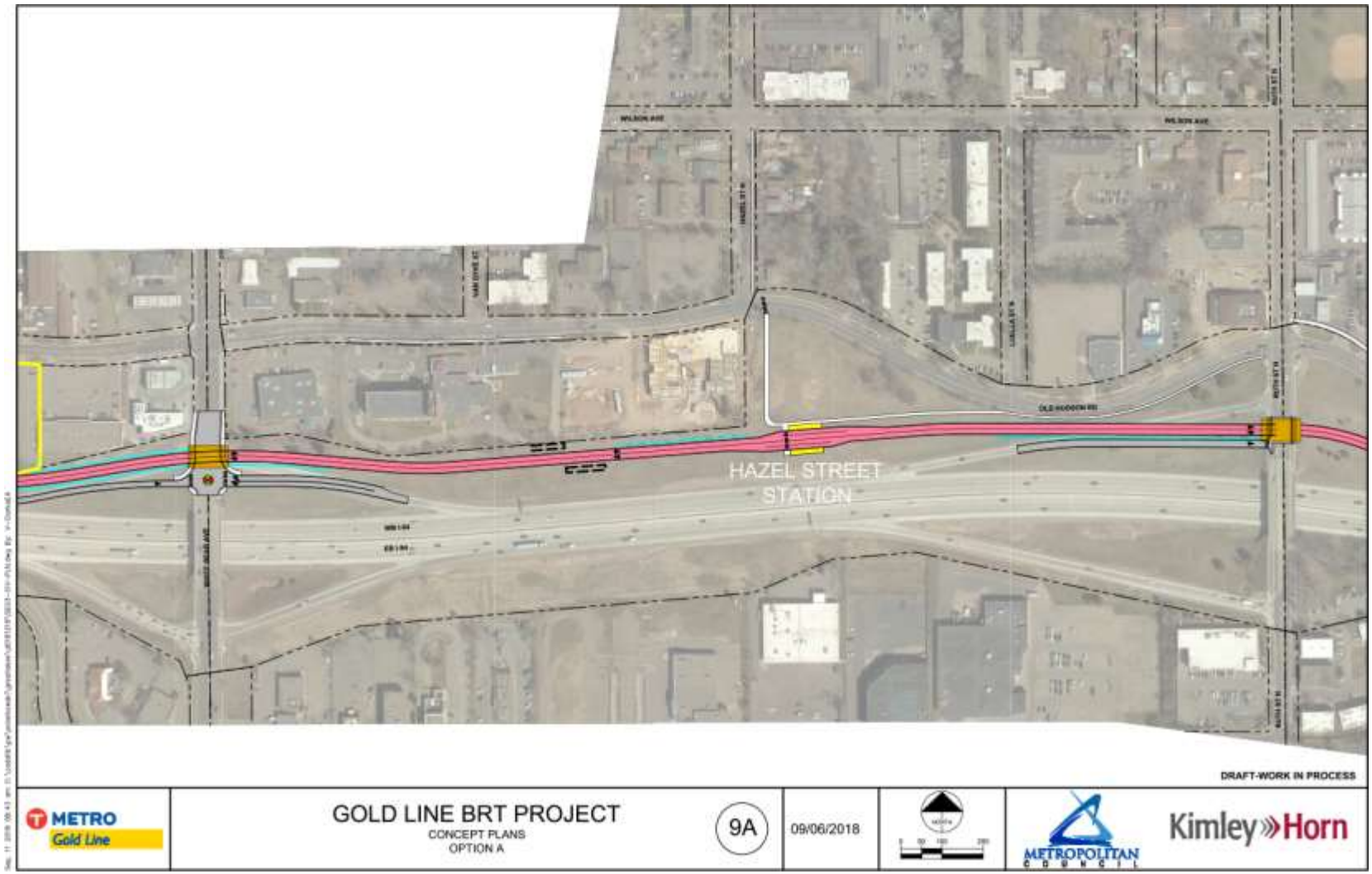

MOUNDS BLVD
STATION
OPTION
POTENTIAL
LOCAL WORK
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION A
4A
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


EARL STREET STATION
PARKWAY GARDENS SENIOR PLACE
POTENTIAL LOCAL WORK
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
5
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


METRO 94
BUSINESS
CENTER
WILSON RIDGE
APARTMENTS
ETNA
STREET
STATION
POTENTIAL
LOCAL WORK
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
6
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


WILSON RIDGE APARTMENTS
ETNA STREET STATION
POTENTIAL LOCAL WORK
POTENTIAL LOCAL WORK
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
7
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn

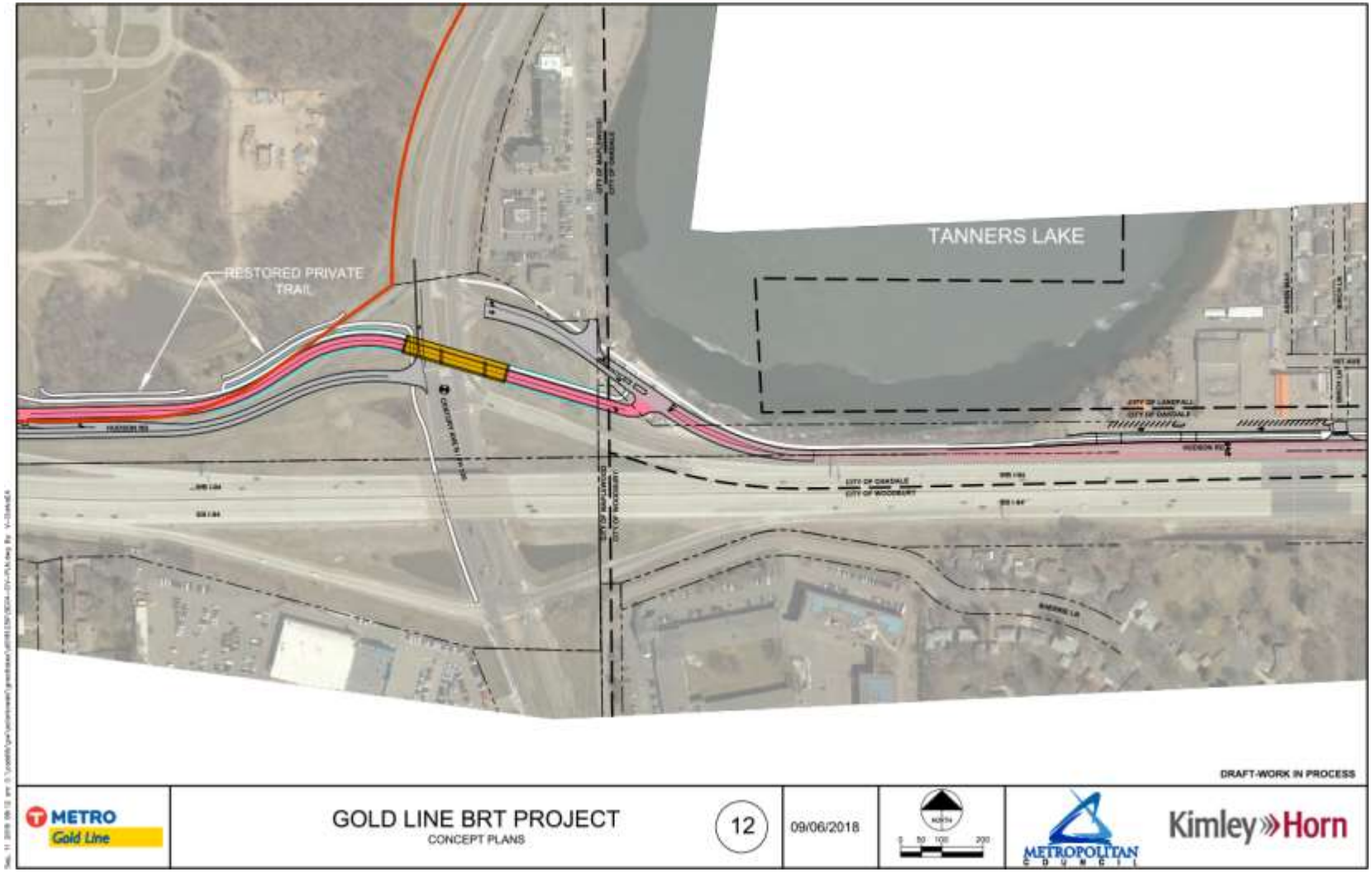

EXISTING
PEDESTRIAN
BRIDGE TO REMAIN
GRACE
LUTHERAN
CHURCH
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION A
8A
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


HAZEL STREET
STATION
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION A
9A
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


VAN DYKE
STREET STATION
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION B
9B
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


PARK &
RIDE
SUN RAY
STATION
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
10
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


DRIVEWAY ACCESS TO BE CLOSED
RESTORED PRIVATE TRAIL
MAPLEWOOD STATION
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
11
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


TANNERS LAKE
RESTORED PRIVATE TRAIL
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
12
09/06/2018
METROPOLITAN COUNCIL
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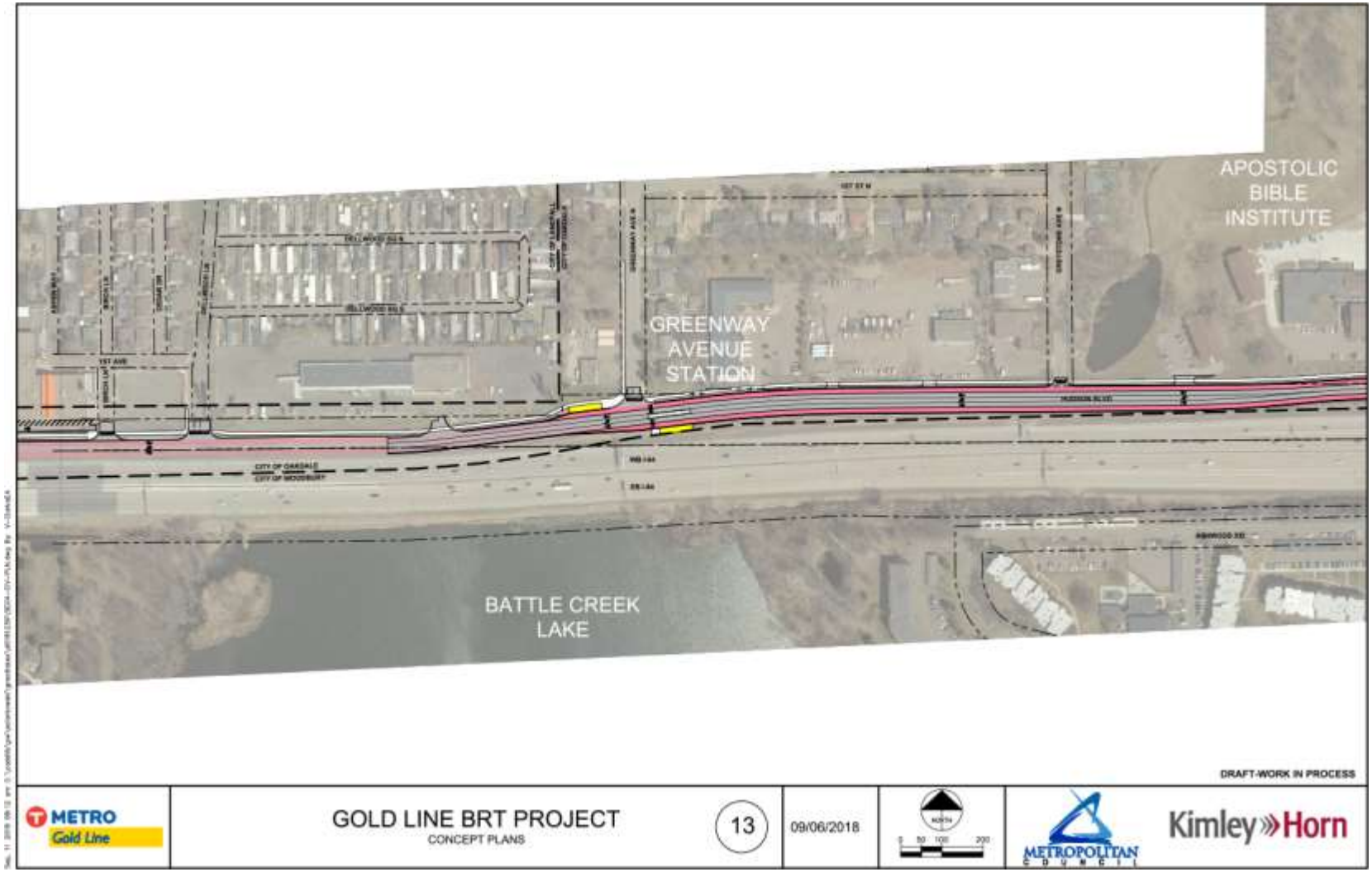
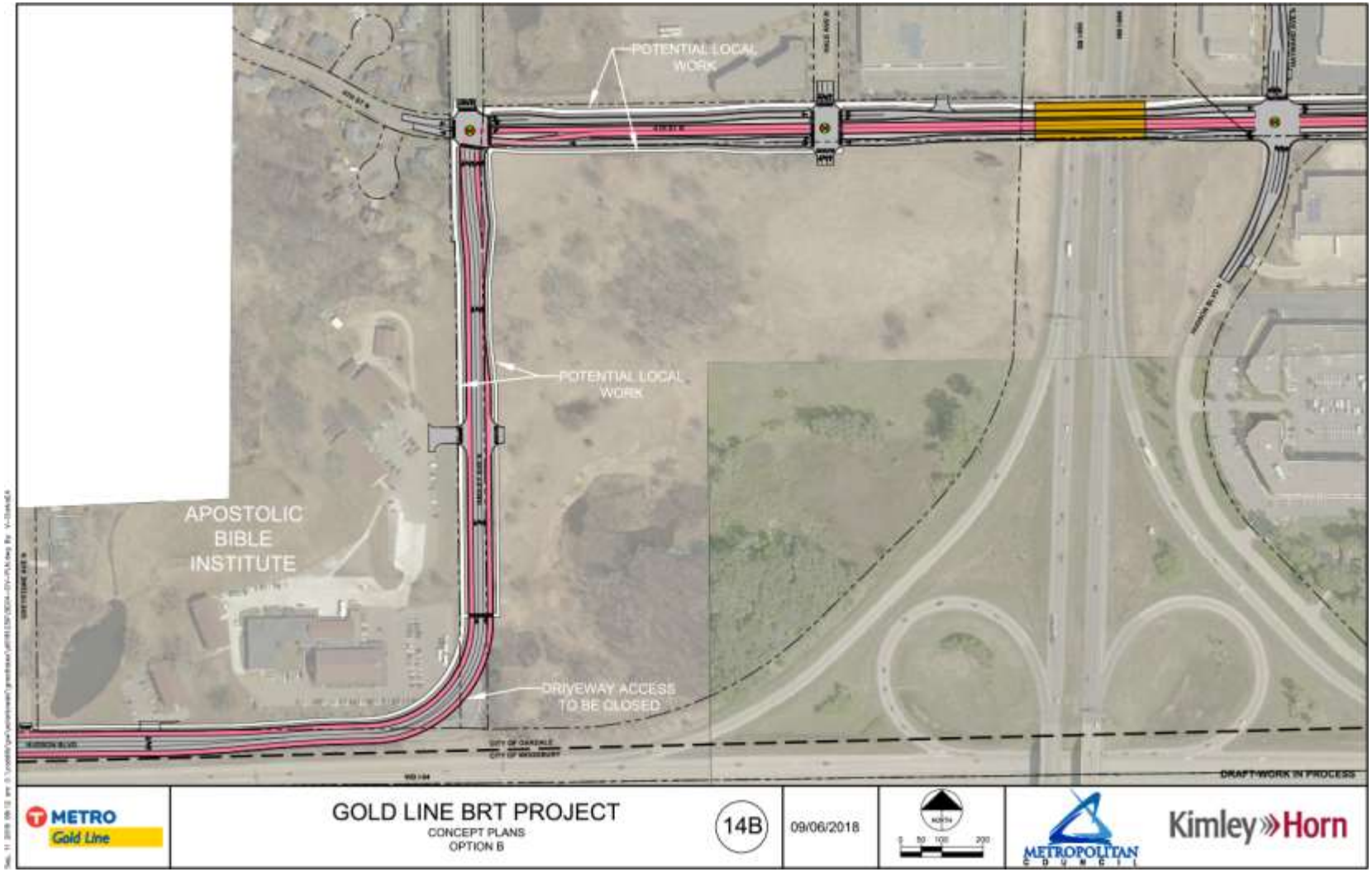

APOSTOLIC
BIBLE
INSTITUTE
GREENWAY
AVENUE
STATION
BATTLE CREEK
LAKE
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
13
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


APOSTOLIC
BIBLE
INSTITUTE
DRIVEWAY ACCESS
TO BE CLOSED
DRAFT/WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION A
14A
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


POTENTIAL LOCAL WORK
POTENTIAL LOCAL WORK
APOSTOLIC BIBLE INSTITUTE
DRIVEWAY ACCESS TO BE CLOSED
DRAFT/WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION B
14B
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


HELMO AVENUE STATION
PARK & RIDE
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION A
15A
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


HELMO AVENUE STATION
PARK & RIDE
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION B
15B
09/06/2018
METROPOLITAN COUNCIL
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TAMARACK
ROAD
STATION
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
16
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


TAMARACK
HILLS
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
17
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


WOODBURY
494
PARK & RIDE
STATION
EXISTING
WOODBURY THEATRE
PARK & RIDE
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
18
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn

## FIGURE C.5-9: DOWNTOWN SAINT PAUL STATION LOCATIONS AND VISUALIZATIONS

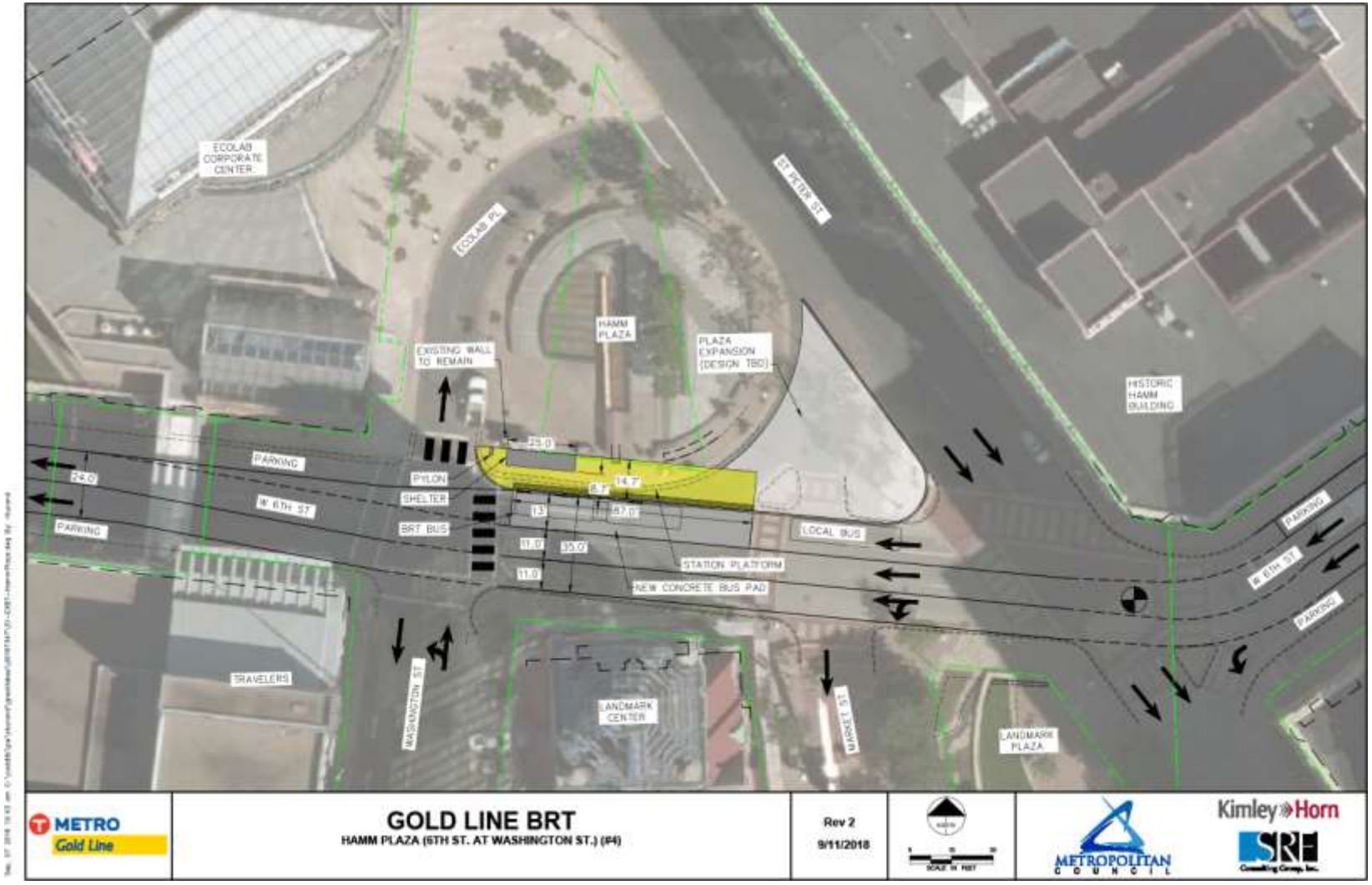

DRAFT - WORK IN PROCESS
METRO
Gold Line
UNION DEPOT STATION AT SIBLEY ST. - EXISTING CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


DRAFT - WORK IN PROCESS
METRO
Gold Line
UNION DEPOT STATION AT SIBLEY ST. - PROPOSED CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


BOOKS OF AFRICA
THE PARKSIDE APARTMENTS
PAUL GOTZIAN BUILDING
SURFACE PARKING
SURFACE PARKING
6TH ST
PARKING
PARKING
STATION PLATFORM
NEW CONCRETE BUS PAD
BRT BUS
WACOUTA ST
PARKING
PYLON
SHELTER
EXISTING STAIRS
THROUGH-WALK
LOWERTOWN LOFTS
UNION DEPOT
GREEN LINE LRT UNION DEPOT STATION
PARKING RAMP
METRO Gold Line
GOLD LINE BRT
UNION DEPOT STATION AT WACOUTA ST. (#10)
Rev 1
9/11/2018
METROPOLITAN COUNCIL
Kimley»Horn
SRF


DRAFT - WORK IN PROCESS
METRO
Gold Line
UNION DEPOT STATION AT WACOUTA ST. - EXISTING CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


DRAFT - WORK IN PROCESS
METRO
Gold Line
UNION DEPOT STATION AT WACOUTA ST. - PROPOSED CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


ECOLAB CORPORATE CENTER
ECOLAB PL
ST PAUL ST
HAMM PLAZA
EXISTING WALL TO REMAIN
PLAZA EXPANSION (DESIGN TBD)
HISTORIC HAMM BUILDING
PARKING
24.0'
W 6th ST
PARKING
PYLON
SHELTER
BRT BUS
25.0'
14.7'
8.7'
1.5
42.0'
11.0'
35.0'
11.0'
LOCAL BUS
STATION PLATFORM
NEW CONCRETE BUS PAD
PARKING
E 6th ST
PARKING
TRAVELERS
WASHINGTON ST
LANDMARK CENTER
15' LANDSCAPE
LANDMARK PLAZA
METRO Gold Line
GOLD LINE BRT
HAMM PLAZA (6TH ST. AT WASHINGTON ST.) (P4)
Rev 2
9/11/2018
METROPOLITAN COUNCIL
Kimley»Horn
SRF


STOP
ONE WAY
DRAFT - WORK IN PROCESS
METRO
Gold Line
HAMM PLAZA STATION- EXISTING CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
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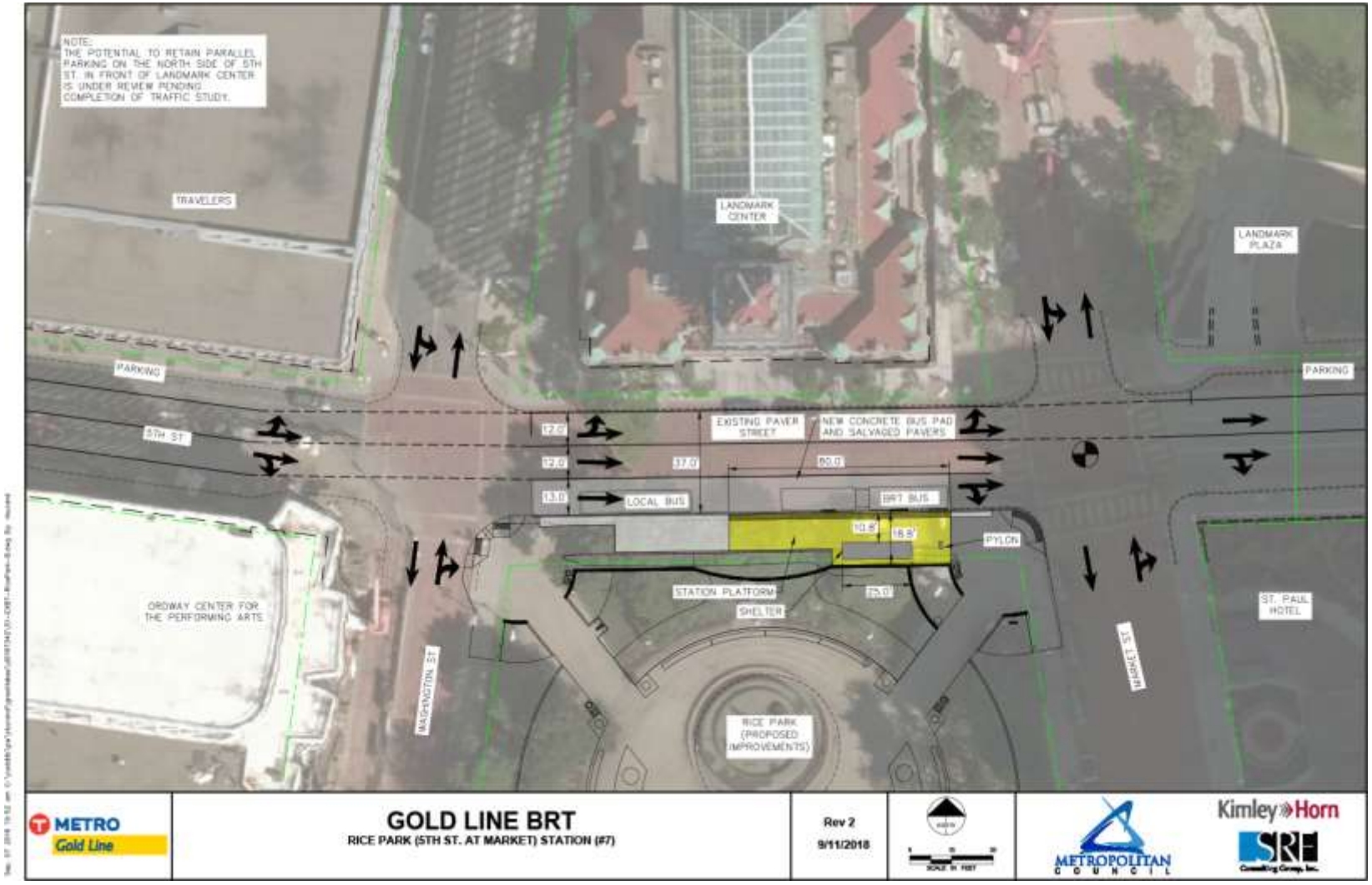
SRF


STOP
ONE WAY
LANDMARK
DRAFT - WORK IN PROCESS
METRO
Gold Line
HAMM PLAZA STATION- PROPOSED CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


NOTE:
THE POTENTIAL TO RETAIN PARALLEL PARKING ON THE NORTH SIDE OF 5TH ST. IN FRONT OF LANDMARK CENTER IS UNDER REVIEW PENDING COMPLETION OF TRAFFIC STUDY.
TRAVELERS
LANDMARK CENTER
LANDMARK PLAZA
PARKING
PARKING
5TH ST
12.0
12.0
13.0
17.0
EXISTING PAVER STREET
NEW CONCRETE BUS PAD AND SALVAGED PAVERS
80.0
LOCAL BUS
BRT BUS
10.8'
18.8'
PYLON
STATION PLATFORM
SHELTER
75.0
ORDWAY CENTER FOR THE PERFORMING ARTS
WASHINGTON ST
MARKET ST
ST. PAUL HOTEL
RICE PARK (PROPOSED IMPROVEMENTS)
METRO Gold Line
GOLD LINE BRT
RICE PARK (5TH ST. AT MARKET) STATION (#7)
Rev 2
9/11/2018
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SRF


DRAFT - WORK IN PROCESS
METRO
Gold Line
RICE PARK STATION - EXISTING CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


DRAFT - WORK IN PROCESS
METRO
Gold Line
RICE PARK STATION - PROPOSED CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


CEDAR ST
DOUBLE TREE
DOUBLE TREE
MINNESOTA ST
EXISTING BUS SHELTER
EXISTING DRIVEWAY
THROUGH-WALK
PYLON
SHELTER
LOCAL BUS
BRT BUS
STATION PLATFORM
EXISTING DRIVEWAY
6TH ST
SKYWAY
EXISTING CONCRETE BUS LANE
ALLIANCE BANK CENTER
METRO
Gold Line
GOLD LINE BRT
6TH ST. AT MINNESOTA ST. STATION (#3)
Rev 1
9/11/2018
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SRF


DRAFT - WORK IN PROCESS
METRO
Gold Line
6TH ST. AT MINNESOTA ST. STATION - EXISTING CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


DRAFT - WORK IN PROCESS
METRO
Gold Line
6TH ST. AT MINNESOTA ST. STATION - PROPOSED CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


ALLIANCE BANK
SKYWAY
5TH ST
EXISTING CONCRETE BUS LANE
EXISTING BUS STOP
BOLO
SHARED WALK/PLATFORM AREA
PYLON
SHELTER
EXISTING SHELTER
VERTICAL CIRCULATION BUILDING TO SKYWAY
EXISTING LANDSCAPING
EXISTING BIKE PARKING
PIONEER PRESS
CEDAR ST
PLANNED DEVELOPMENT SITE
MINNESOTA ST
GREEN LINE LRT CENTRAL STATION
FIRST NATIONAL BANK BUILDING
METRO Gold Line
GOLD LINE BRT
5TH ST. AT MINNESOTA ST. STATION (#8)
Rev 1
9/11/2018
METROPOLITAN COUNCIL
Kimley»Horn
SRF


DRAFT - WORK IN PROCESS
METRO
Gold Line
5TH ST. AT CEDAR ST. STATION - EXISTING CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


DRAFT - WORK IN PROCESS
METRO
Gold Line
5TH ST. AT CEDAR ST. STATION - PROPOSED CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


US BANK CENTER
375 JACKSON OFFICE BUILDING
375 JACKSON OFFICE BUILDING
JACKSON ST
PARKING
PARKING
NEW CONCRETE BUS PAD
STATION PLATFORM
5TH ST
PYLON
SHELTER
THROUGH-WALK
WINDOW, TYP.
DOOR LOCATION, TYP.
HAT TRICK LOUNGE
ADAM'S MARKET
EXISTING BUS STOP
MANHATTAN BUILDING
ROBERT ST
ALLEY
PARKING RAMP
NOTE: SHELTER LOCATION CENTERED BETWEEN WINDOWS OF MANHATTAN BUILDING
RANDMIDWEST CORPORATION
METRO Gold Line
GOLD LINE BRT
5TH ST. AT ROBERT ST. (#9)
Rev 2
9/11/2018
METROPOLITAN COUNCIL
Kimley»Horn
SRF Consulting Group, Inc.


FOR LEASE
DRAFT - WORK IN PROCESS
METRO
Gold Line
5TH ST. AT ROBERT ST. STATION - EXISTING CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


FOR LEASE
DRAFT - WORK IN PROCESS
METRO
Gold Line
5TH ST. AT ROBERT ST. STATION - PROPOSED CONDITIONS
Preliminary Downtown Saint Paul Station Visualizations
September 11, 2018
Kimley»Horn
SRF


US BANK CENTER
375 JACKSON OFFICE BUILDING
375 JACKSON OFFICE BUILDING
JACKSON ST
PARKING
PARKING
NEW CONCRETE BUS PAD
STATION PLATFORM
5TH ST
SHELTER
PYLON
41.5'
12.9'
23.1'
10.4'
THROUGH-WALK
ROBERT ST
WINDOW, TYP.
HAT TRICK LOUNGE
ADAM'S MARKET
DOOR LOCATION, TYP.
MANHATTAN BUILDING
EXISTING BUS STOP
WALL
PARKING RAMP
BANCMIDWEST CORPORATION
METRO Gold Line
GOLD LINE BRT
5TH ST. AT ROBERT ST. (#9)
ALTERNATIVE MID-BLOCK LOCATION
Rev 1
9/11/2018
METROPOLITAN COUNCIL
Kimley»Horn
SRF Consulting Group, Inc.


SECURIAN FINANCIAL GROUP
ARCADE
ROBERT ST
HOBSON ST
EXISTING SHELTER
EXISTING DOOR
PLAZA
PLAZA
EXISTING DOOR
STANDPIPES
XCEL VAULTS
PYLON
BRT BUS
LOCAL BUS
EXISTING CONCRETE BUS PAD
SHARED WALK/PLATFORM AREA
NEW CONCRETE BUS PAD EXTENSION
6TH ST
METROPOLITAN COUNCIL
METRO
Gold Line
GOLD LINE BRT
6TH ST. AT ROBERT ST. STATION (#2)
Rev 1
9/11/2018
METROPOLITAN COUNCIL
Kimley»Horn
SRF

## FIGURE C.5-10: HISTORIC PROPERTY EFFECTS SUMMARY SHEETS

DEPARTMENT OF TRANSPORTATION

### 3M Center

**Eligible (RA-MWC-0010)**

*2301 McKnight Road, Maplewood*

#### Significance

3M Center is eligible for the NRHP as a historic district under Criterion A in the areas of Commerce and Invention. The property served as the chief research facility and corporate headquarters of the internationally important 3M Company as it continued to grow and innovate in the postwar period. 3M Center is nationally significant for its contributions to the development of a wide range of consumer and industrial product areas, including adhesives, optical products, films, nonwoven materials, medical supplies, and a variety of advanced materials. The period of significance is 1954–1975, which corresponds with the construction of the first building on the campus and the completion of the third and most substantial building campaign on the campus.

#### Potential Effects

- Partial acquisition of property for project use
- Alterations to the edge of the district and its setting (direct physical and indirect visual effects), including changes to existing infrastructure (landscape and circulation network), and the introduction of new project elements (BRT guideway, station, bridges, trail, retaining walls, traffic signals, storm water, etc.)
- Changes to access and traffic
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## Grace Lutheran Church

### Eligible (RA-SPC-8465)

*1730 Old Hudson Road, Saint Paul*

### Significance

Grace Lutheran Church is eligible for the NRHP under Criterion C in the area of Architecture within the historic context "Mid-Century Modern Ecclesiastical Architecture in Minnesota" as a distinctive example of a Mid-Century Modern church in Saint Paul. The period of significance is 1959–1961, which corresponds to the construction of the church.

### Potential Effects

- Partial acquisition of the property for project use
- Alterations to the property and its setting (direct physical and indirect visual effects), including the introduction of new project elements (BRT guideway, sidewalks, road and stormwater pond on the property, etc.), changes to property access/circulation pattern, changes to the property's size and shape, and landscape alterations
- Construction noise and vibration
- Noise from BRT operations

DEPARTMENT OF TRANSPORTATION

## Johnson Parkway

### Treating as Eligible (RA-SPC-5685, -8497)

*N/A Johnson Parkway, Saint Paul*

### Significance

Johnson Parkway is potentially eligible for the NRHP under Criterion A in the areas of Entertainment/Recreation and Community Planning and Development for its association with the creation of the northern portion of the Saint Paul Parkway System. It is also potentially eligible under Criterion C in the area of Architecture as an example of a City Beautiful movement designed landscape. The period of significance is ca. 1914–1945, which corresponds with when construction of the parkway began to when the road in its current alignment was completed and federally sponsored park and parkway programs ended.

### Potential Effects

- Acquisition of a small portion of the property for the project use
- Alterations to a short segment of the property and its setting (direct physical and indirect visual effects), including changes to existing infrastructure (changes to intersections along parkway, topography, and landscaping) the introduction of new project elements (BRT bridge over the parkway, new retaining and noise walls, storm water storage across the street, etc.)

DEPARTMENT OF TRANSPORTATION

## Giesen-Hauser House/Peter and Mary Giesen House

**NRHP, 1983 (RA-SPC-4693)**

*827 Mound Street, Saint Paul*

### Significance

The Queen Anne-style Giesen-Hauser House was constructed in 1891. The property is listed in the NRHP under Criterion A in the area of Commerce for its association with its original owners, Peter and Mary Giesen, who contributed greatly to the city through their respective work in bookbinding, theatrical costuming, and the promotion of cultural activities. It is also significant for its association with subsequent owner Eric V. Hauser's financial success in the railroad contracting business. The building is also listed under Criterion C in the area of Architecture as an excellent example of the Queen Anne style and as one of the few surviving works of its architect, Albert Zschocke, a talented Saint Paul architect who died early in his career at age 33.

### Potential Effects

- Visual effects from the introduction of new project infrastructure (pedestrian bridge, new noise wall across Interstate 94) to the property's setting
- Construction noise and vibration from the removal/construction of a pedestrian bridge on the adjacent parcel

DEPARTMENT OF TRANSPORTATION

## Texas Company Service Station

### Eligible (RA-SPC-2284)

*847 Hudson Road, Saint Paul*

### Significance

The Texas Company Service Station is eligible for the NRHP under Criterion A in the areas of Transportation and Commerce as a distinctive example of a 1929 service station on a busy national highway route. The property is also eligible under Criterion C at the state level in the area of Architecture as a distinctive commercial example of the Pueblo Revival style. It appears to be the only Pueblo Revival style service station in Minnesota and is an important example of the Texaco Company's development of this Southwestern architectural form. The design was both domestic, evoking a small adobe house of the American Southwest, and programmatic, representing an unusual, eye-catching building along a busy interstate route. The period of significance is 1929–1949, which corresponds with the construction of the service station through 1949, when divided U.S. Highway 12 was completed and access to the station from the highway was modified.

### Potential Effects

- Alterations to the property and its setting (direct physical and indirect visual) from the realignment of sidewalks and loss of boulevard; alteration of Hudson Road access to the property and the closure of the intersection of Hudson Road and Bates Avenue, which will alter historic circulation patterns on the property as well as its access to and association with the historic highway; the removal of historic features on property (sign mounts, concrete boulevards; and visual effects of the new guideway, noise walls, and related landscaping
- Changes to traffic and parking
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## Bell-Weber House

### Eligibility Pending (RA-SPC-2481, -5204)

*661 East Third Street, Saint Paul*

### Significance

The Bell-Weber House is eligible for the NRHP under Criterion C in the area of Architecture as a distinctive example of an Italianate style house in Saint Paul and Dayton's Bluff, typical of the city's and the neighborhood's early middle class builders. The period of significance is ca. 1879–1891, which corresponds with the construction of the building and the completion of the rear addition.

### Potential Effects

- Station area redevelopment that includes potential redevelopment of this property
- Visual effects from Mounds Station and related project infrastructure (widened road at Mounds Boulevard, traffic signals, new retaining wall, station)
- Changes to traffic and parking
- Construction noise

DEPARTMENT OF TRANSPORTATION

## Frederick Reinecker House #1

**Treating as Eligible (RA-SPC-2491, -5208)**

*702 East Third Street, Saint Paul*

### Significance

Built in 1883, the Frederick Reinecker House #1 is potentially eligible for the NRHP under Criterion C in the area of Architecture as an example of the pattern-book influenced, Queen Anne style house that was typical of Dayton's Bluff's building boom of the 1880s.

## Frederick Reinecker House #2

**Treating as Eligible (RA-SPC-2490, -5207)**

*700 East Third Street, Saint Paul*

### Significance

Built in 1886, the Frederick Reinecker House #2 is potentially eligible for the NRHP under Criterion C in the area of Architecture as an example of the pattern-book influenced, Queen Anne style house that was typical of Dayton's Bluff's building boom of the 1880s.

## Peter Bott House and Garage

**Treating as Eligible (RA-SPC-2040)**

*326 Maria Avenue, Saint Paul*

### Significance

Built ca. 1879, the Peter Bott House is potentially eligible for the NRHP under Criterion C as a significant local example of a type of three-bay, hip, or gable-roofed Italianate style house built for middle-class residents in Dayton's Bluff during the neighborhood's early period of development.

DEPARTMENT OF TRANSPORTATION

## Tandy Row

### Eligible (RA-SPC-2619, -5232)

*668–674 East Fourth Street, Saint Paul*

### Significance

Tandy Row is eligible for the NRHP under Criterion C in the area of Architecture as an excellent example of a late 1880s Queen Anne style row house. It is also significant as a work by a master, architect John H. Coxhead. The row house is an example of his distinctive Queen Anne designs, applied here to his only apartment commission in Saint Paul. The period of significance is 1888, the year the building was constructed.

### Potential Effects

- Visual effects from potential redevelopment at station area
- Changes to traffic pattern and parking

DEPARTMENT OF TRANSPORTATION

## Phalen Creek Tunnel

### Eligible (RA-SPC-5230)

*Approximately 600 East Fourth Street, Saint Paul*

### Significance

The Phalen Creek Tunnel is eligible for the NRHP under Criterion C in the area of Engineering. The tunnel denotes one of the last points in Saint Paul where Phalen Creek is still visible. The creek served as an important landmark in the Saint Paul's early history until railroad development and other growth demanded it be moved to an underground tunnel. The tunnel is part of what was a large water system that form the low-lying land between the downtown and Dayton's Bluff. This land was significant as the site of the Lower Steamboat Landing and as the site where railroad tracks lead from the downtown to important destinations, like the Mississippi and cities throughout Minnesota.

### Potential Effects

- Visual effects on views from the tunnel portal of GBRT buses operating on the Kellogg Avenue Bridge

DEPARTMENT OF TRANSPORTATION

## Lowertown Historic District

**NRHP, 1983 (RA-SPC-4580)**

*Roughly bounded by Shepard Road, Kellogg Boulevard, and Broadway, Seventh, and Sibley Streets, Saint Paul*

### Significance

The Lowertown Historic District is listed in the NRHP under Criterion A in the areas of Commerce, Industry, and Transportation. It is the location of Saint Paul's original steamboat docking area, and the neighborhood was once home to the city's early influential citizens. It was the meeting point of numerous railroad lines, and it became the city's warehousing and wholesaling district beginning in the late 19th century.

The district is also listed under Criterion C in the area of Architecture as an outstanding collection of late 19th and early 20th century commercial buildings, many designed by nationally recognized architects in styles from Italianate to Beaux Arts. It is also significant for Landscape Architecture and Planning for the street pattern designs, grade changes, and Mears Parks, which has been maintained since its creation in the 1880s. The period of significance for the district is ca. 1880s to 1910.

## Finch, VanSlyck and McConville Dry Goods Company Building

**NRHP, 1982 (RA-SPC-5462)**

**Also contributing to Lowertown Historic District**

*366 Wacouta Street, Saint Paul*

### Significance

Designed in 1911 by architect James F. Denson and engineer C.A.P. Turner, the eight-story, brick faced warehouse has a framework of reinforced concrete. Two additional bays, designed by Clarence Johnston, Jr., were added to the north facade in 1923. The building was built to house the Finch, VanSlyck, and McConville Dry Goods Company, a firm that started as a small store in Saint Paul in 1853 and by the turn of the century was the largest dry goods wholesaler in the city. The property is listed in the NRHP under Criterion A in the area of Commerce for its association with the company and under Criterion C in the area of Engineering for Turner's cutting edge use of reinforced concrete, flat slabs, and mushroom-capped columns that both supported the weight of the dry goods and protected them from fire.

DEPARTMENT OF TRANSPORTATION

## Potential Effects

- Alterations to the district and its setting (direct physical and indirect visual effects), including the introduction of two new stations and related infrastructure (stations, signage, changes in curbing) and improvements within the district
- Changes to traffic patterns and parking
- Noise from station and BRT operations on noise sensitive properties within district
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## Saint Paul Union Depot

**NRHP, 1974, 2014 (RA-SPC-5225, -6907)**

**Portions also contributing to Lowertown Historic District**

*214 East Fourth Street, Saint Paul*

### Significance

The Saint Paul Union Depot is a Neo-Classical style depot building (headhouse, concourse, and waiting room) designed by Charles Sumner Frost. Constructed in several phases between 1917 and 1926, it also includes elevated rail yards, design by Frederick Mears. The Union Depot is listed in the NRHP under Criterion A in the area of Transportation as a representation of Saint Paul's role as Minnesota's railroad hub. It is also listed in the areas of Commerce and Industry as it reflects the city's quick growth as a commercial center and the important role the railroad played in its early expansion. The property is also listed under Criterion C in the area of Architecture for its employment of the Neo-Classical style as used for public buildings between the two World Wars, and in the area of Engineering, for the construction of the train deck and yards. The period of significance is 1917 to 1963.

### Potential Effects

- Alterations to the property and its setting (direct physical and indirect visual effects), including the introduction of new project infrastructure to the property (pylon sign, ticket vending machine, and fare-collection system) and two new stations into the property's setting
- Changes to traffic within the Union Depot bus loop and in the vicinity of property and to nearby parking
- Increased use of the property by transit riders

DEPARTMENT OF TRANSPORTATION

## U.S. Post Office and Custom House

**NRHP, 2014 (RA-SPC-4518)**

*180 East Kellogg Boulevard, Saint Paul*

### Significance

The seventeen-story, Art Deco-style U.S. Post Office and Custom House was built in 1934 following the design of Lambert Bassindale in collaboration with Holabird & Root. Five years later, a four-story addition designed by U.S. Treasury architect Louis A. Simon was added, followed by a six-story annex by Ellerbe and Company in 1961. The property is listed in the NRHP under Criterion A in the area of Government for serving as the center of Saint Paul's postal operations for most of the twentieth and the first decade of the twenty-first centuries. Its construction helped both consolidate and expand postal and federal operations in the city. It also functioned as the region's main postal distribution center until bulk mail operations were moved elsewhere in 2010. The period of significance is 1934 to 1964.

### Potential Effects

- Changes to traffic and parking
- Noise from BRT operations

DEPARTMENT OF TRANSPORTATION

## Merchants National Bank Building

**NRHP, 1974 (RA-SPC-1979)**

*366–368 Jackson Street, Saint Paul*

### Significance

Constructed in 1892 and designed by architect Edward P. Bassford, the four-story steel-frame, stone building originally housed the Merchants National Bank, a firm that had doubled its capital to $1 million dollars ($24.7M in 2018) by its first eight years of operation. The upper floors of the building held the offices of prominent law firms and future politicians. The property listed in the NRHP under Criterion A in the areas of Commerce and Politics/Government for serving as an important financial, legal, and political center during a period of profound growth in Saint Paul. It is also listed under Criterion C in the area of Architecture for demonstrating a well-executed Romanesque Revival design as shown in its different stone types, intricate carvings, and various stonework finishes.

### Potential Effects

- Visual effects from the introduction of new project infrastructure and BRT route (station, signage, changes in curbing) into the property's setting
- Changes to traffic and parking
- Noise from BRT operations

DEPARTMENT OF TRANSPORTATION

## Pioneer Press and Endicott Buildings

**NRHP, 1974 (RA-SPC-5223, -3167, -3169, -6903)**

*332 North Robert Street North and 142 East Fifth Street, Saint Paul*

### Significance

The Pioneer Building was built as a twelve-story, steel skeleton commercial building in 1889 and designed by Chicago architect Solon Spencer Beman. The lower floors of the Romanesque building are faced in rusticated granite stone and the upper floors in red pressed brick. Four stories were added in 1910. The six-story Endicott Building, located just to the east and built in 1890, was designed by nationally famous Saint Paul architect Cass Gilbert in the Renaissance Revival style. It has a steel structure, red sandstone at the first story, and brick on the upper floors. Both properties are jointly listed in the NRHP under Criterion A in the area of Commerce for their role as important works symbolic of Saint Paul's late-19th century commercial boom. They are also listed under Criterion C in the area of Architecture as examples of the period's changing commercial design and for their respective architectural styles. The Pioneer Building is listed for its significance under Criterion A in the area of Communications for housing the Twin Cities' first commercial radio station in 1927.

### Potential Effects

- Visual effects from the introduction of new project infrastructure and BRT route (station, signage, changes in curbing) into the properties' setting
- Changes to traffic and parking
- Construction noise

DEPARTMENT OF TRANSPORTATION

## Manhattan Building

**NRHP, 1988 (RA-SPC-3170)**

*360 North Robert Street, Saint Paul*

### Significance

The seven-story Manhattan building was designed by prominent Saint Paul architect Clarence H. Johnston, Sr. The building's structure consists of steel beams filled with cinder concrete, the strength of the structure is also evident at the base of the exterior walls, which measure 5'-4" and sit on footings that add an additional 5' in width. Although the first floor was covered with modern materials in the 1950s, the classically inspired design of the upper floors and projecting cornice remain intact. The building is significant under Criterion A in the area of Commerce for its role an example of the commercial buildings constructed in Saint Paul during its late 1880s–early 1890s building boom, when the city was an important Midwestern financial center. It is also significant under Criterion B for a building closely associated with Clarence H. Johnston, Sr., whose office was here during his entire tenure as State Architect. It is also significant under Criterion C for Architecture for its use of the Renaissance Revival style in a bank building of that period. The period of significance begins with the building's construction in 1890 and ends with Johnston's death in 1936.

### Potential Effects

- Visual effects from the introduction of new station and related project infrastructure (station, signage, lighting, ticketing, changes in curbing) into the property's immediate setting
- Possible direct effects to the buildings vaults to construct the new station
- Possible changes to building access and circulation patterns
- Changes to traffic and parking
- Noise from station and BRT operations
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## Saint Paul Urban Renewal Historic District

### Eligible (RA-SPC-8364)

*Roughly bounded by Kellogg Boulevard and Wabasha, Sixth, and Jackson Streets, Saint Paul*

### Significance

The Urban Renewal Historic District is eligible for the NRHP under Criterion A in the areas of Community Planning and Development and Social History. The district is comprised of a dense commercial area of Modern-era mid- to high-rise buildings constructed between 1955 and 1974 as part of a national response to the United States Housing Act of 1949 which formalized urban renewal as a public policy. Designed by nationally renowned industrial designer Raymond Loewy, the plan for downtown Saint Paul included cosmetic improvements, riverfront apartments, a convention hotel, and pedestrian "crossovers" at the second story. Earlier buildings located in the district also contributed to it for their role in the downtown development story.

## Mutual Life Insurance Company Building

### NRHP, 2017 (RA-SPC-8097)

### Also contributing to Urban Renewal Historic District

*345 Cedar Street, Saint Paul*

### Significance

The Minnesota Mutual Life Insurance Company Building was completed in 1955, following a design by the firm Ellerbe and Company. The property is listed under Criterion A for Commerce for its association with the Minnesota Mutual Life Insurance Company, which was once the largest agency in the city and among the nation's top 25. The building is also listed under Criterion C in the area of Architecture as an example of an early International Style office Building in Saint Paul. The period of significance is 1955–1966.

DEPARTMENT OF TRANSPORTATION

## Osborne Building

**Eligible (RA-SPC-5446, -8096)**

**Also contributing to Urban Renewal Historic District**

*370 North Wabasha Street, Saint Paul*

### Significance

The Osborne Building was designed by the Saint Paul firm Bergstedt Wahlberg and Wold Architects to serve as the headquarters for Economics Laboratory, Inc. (now Ecolab). The property is eligible for the NRHP under Criterion C for Architecture as an example of an International Style skyscraper, as embodied in its use of stainless steel exterior ribs that highlight its vertical cube shape. The building served as the centerpiece for Capital Centre, Saint Paul's urban renewal program. The period of significance is 1968, the year the building was constructed.

## Degree of Honor Protective Association Building

**Eligible (RA-SPC-8099)**

**Also contributing to Urban Renewal Historic District**

*325 Cedar Street, Saint Paul*

### Significance

Designed by the Saint Paul firm Bergstedt, Hirsch, Walberg, and Wold in the Modern Style, the Degree of Honor Protective Association Building is eligible for the NRHP under Criterion A in the area of Social History for serving as the national headquarters of the women's fraternal benefit society, the name of which it bears. Its period of significance is from 1961 to 1966, which reflects the height of the association's influence in the insurance market.

### Potential Effects

- Alterations to the district and its setting (direct physical and indirect visual effects) from the introduction of four new stations (stations, lighting, signage, curb changes) within (1 station) or adjacent to (3 stations) the district and related infrastructure (potential sidewalk and roadway improvements)
- Changes to traffic and parking
- Noise from station and BRT operations on noise sensitive properties within district
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## First Farmers and Merchants Bank/First National Bank Building

**Eligible (RA-SPC-3168, -4645)**

**Also contributing to Urban Renewal Historic District**

*332 Minnesota Street and 339 North Robert Street, Saint Paul*

### Significance

The property is comprised of three sections—the East Tower, built in 1914 for the Merchants National Bank and designed in the Classical Revival Style by Chicago architect Jarvis Hunt; the West Tower, constructed in 1931 in response to Merchants' consolidation with First National Bank and designed by Chicago architects Graham, Anderson, Probst and White in the Modern Classicism (Art Deco) style; and the 1971 North Tower, designed by Haarstick, Lundgreen and Associates, held a seven-story parking garage. The property is eligible for the NRHP at the state level under Criterion A in the area of Commerce within the contexts "Urban Centers, 1870–1940" and "Downtown Saint Paul." The property is significant for serving as the headquarters of the city's oldest, largest, and leading bank for much of the nineteenth and twentieth centuries. Symbolizing the bank's prominence, the building was the city's tallest for several decades until the construction of Wells Fargo Place in the late twentieth century and remains an iconic part of the city skyline.

### Potential Effects

- Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting
- Changes to traffic and parking

DEPARTMENT OF TRANSPORTATION

## Saint Paul Athletic Club

**Eligible (RA-SPC-0550)**

**Also contributing to Urban Renewal Historic District**

*340 Cedar Street, Saint Paul*

### Significance

The Saint Paul Athletic Club was designed by Allen H. Stem, Beaver Wade Day, and Associates in the Renaissance Revival style and constructed in 1916–1918. The building is eligible for the NRHP under Criterion A in the area of Social History for being a meeting place and social outlet for Saint Paul's most influential citizens for over 60 years. It is also eligible under Criterion C in the area of Architecture as an excellent example of the Renaissance Revival style.

### Potential Effects

- Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting

DEPARTMENT OF TRANSPORTATION

## Germania Bank

**NRHP, 1977 (RA-SPC-5444)**

*6 West Fifth Street, Saint Paul*

### Significance

The eight-story Germania Bank is the product of Saint Paul architect J. Walter Stevens and designer Harvey Ellis. The last of Saint Paul's brownstone "skyscrapers" to be built and the only one to be left standing, the bank utilizes the rugged design elements of Richardsonian Romanesque style on its bottom floors while applying the Italian Renaissance style on the top story. The property is listed in the NRHP under Criterion C in the area of Architecture as an example of the work by Stevens and Ellis and the excellent stone craftsmanship by the Lauer Brothers Construction Company. The period of significance is 1889, which correspondence to the property's construction.

### Potential Effects

- Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting
- Changes to traffic and parking
- Noise from BRT operations

DEPARTMENT OF TRANSPORTATION

## Rice Park Station Area

### Rice Park Historic District

**Eligible**

*Bounded approximately by West Sixth, St. Peter, and Washington Streets, and West Kellogg Boulevard, Saint Paul*

**Significance**

The Rice Park Historic District, which includes Rice Park and properties on adjacent blocks bounding the park, is eligible for the NRHP under Criterion A for its "significant role in the history of Saint Paul through contributions in areas of social, cultural, political, and economic development" within the period 1849 through 1936, although in 1979, the Keeper of the National Register determined that the period of significance continued through 1979.

### Saint Paul Hotel

**Eligible (RA-SPC-3493)**

**Also contributing to Rice Park Historic District**

*350 North Market Street, Saint Paul*

**Significance**

This property is eligible for the NRHP under Criterion A in the area of Commerce within the historic context "Downtown Saint Paul, 1849–1975" as a significant local landmark and contributor to the local economy within the period 1909–1966. It is also eligible under Criterion C in the in the area of Architecture as a distinctive example of the Renaissance Revival style and as the work of a master for its association with the architectural firm of Reed and Stem. The period of significance is 1909 to 1966.

DEPARTMENT OF TRANSPORTATION

## U.S. Post Office, Court House and Customs House

**NRHP, 1969 (RA-SPC-5266)**
**Contributing to Rice Park Historic District**
*109 West Fifth Street, Saint Paul*

### Significance

The U.S. Post Office, Court House, and Customs House (now known as Landmark Center) was designed by Willoughby J. Edbrooke in the Chateauesque style and constructed in 1894–1901 as part of the civic development of downtown Saint Paul. The property is clad in pink granite ashlar, capped with multiple red tile roofs, and has numerous turrets with copper-plated conical roofs. The building is listed in the NRHP under Criterion C in the area of Architecture as an excellent example of federal building architecture at the turn of the twentieth century.

## Saint Paul Public Library / James J. Hill Reference Library

**NRHP, 1975 (RA-SPC-5245)**
**Also contributing to Rice Park Historic District**
*80–90 West Fourth Street, Saint Paul*

### Significance

The Saint Paul Public Library/James J. Hill Reference Library was designed by New York City architect Electus D. Litchfield in the Northern Italian Renaissance style and constructed in 1917 out of Tennessee marble as part of the civic development of downtown Saint Paul. The building is listed in the NRHP under Criterion A in the area of Education as a center of learning endowed by James J. Hill, one of the city's wealthiest and most influential citizens. The building is also listed under Criterion C in the area of Architecture as an excellent example of Northern Italian Renaissance architecture popular in the U.S. during the second half of the nineteenth century. The property represents the cultural and economic growth of Saint Paul at the turn of the twentieth century.

DEPARTMENT OF TRANSPORTATION

## Potential Effects

- Alterations to the district (direct physical and indirect visual effects) from the introduction of a new station and related infrastructure and improvements (station, signage, changes in curbing and sidewalks) to the district
- Changes to traffic and parking
- Noise from station and BRT operations
- Construction noise and vibration
- Increased use of the park by transit riders

DEPARTMENT OF TRANSPORTATION

## Hamm Plaza Station Area

## Rice Park Historic District

### Eligible

*Bounded approximately by West Sixth, St. Peter, and Washington Streets, and West Kellogg Boulevard, Saint Paul*

### Significance

The Rice Park Historic District, which includes Rice Park and properties on adjacent blocks bounding the park, is eligible for the NRHP under Criterion A for its "significant role in the history of Saint Paul through contributions in areas of social, cultural, political, and economic development" within the period 1849 through 1936, although in 1979, the Keeper of the National Register determined that the period of significance continued through 1979.

## U.S. Post Office, Court House and Customs House

### NRHP, 1969 (RA-SPC-5266)

### Also contributing to Rice Park Historic District

*75 West Fifth Street, Saint Paul*

### Significance

The U.S. Post Office, Court House, and Customs House (now known as Landmark Center) was designed by Willoughby J. Edbrooke in the Chateauesque style and constructed in 1892–1902 as part of the civic development of downtown Saint Paul. The property is clad in pink granite ashlar, capped with multiple red tile roofs, and has numerous turrets with copper-plated conical roofs. The building is listed in the NRHP under Criterion C in the area of Architecture as an excellent example of federal building architecture at the turn of the twentieth century.

DEPARTMENT OF TRANSPORTATION

## Hamm Building

**NRHP, 1997 (RA-SPC-3495)**

*408 Saint Peter Street, Saint Paul*

### Significance

Although construction of the six-story, steel-framed Hamm Building began in 1915, it took five years to complete, due to World War I. Designed by Saint Paul architects Toltz, King, & Day, the building also contained a theater section designed by Rapp & Rapp of Chicago. The pressed terra cotta cladding, which incorporated Renaissance Revival and classical motifs, was the first to use a new type of glazing called "pulsichrome" that was created especially for the Hamm Building. The property is listed in the NRHP Criterion C in the area of Architecture for its use of the "skyscraper" method of construction, for the application of decorative terra cotta cladding on all of its major facades, and for its use of "pulischrome" glaze. The period of significance is 1915–1920, which covers the length of the building's construction.

## New Palace Theatre / St. Francis Hotel

**Eligible (RA-SPC-5360)**

*1–33 West Seventh Place, 435–437 North Wabasha Street, Saint Paul*

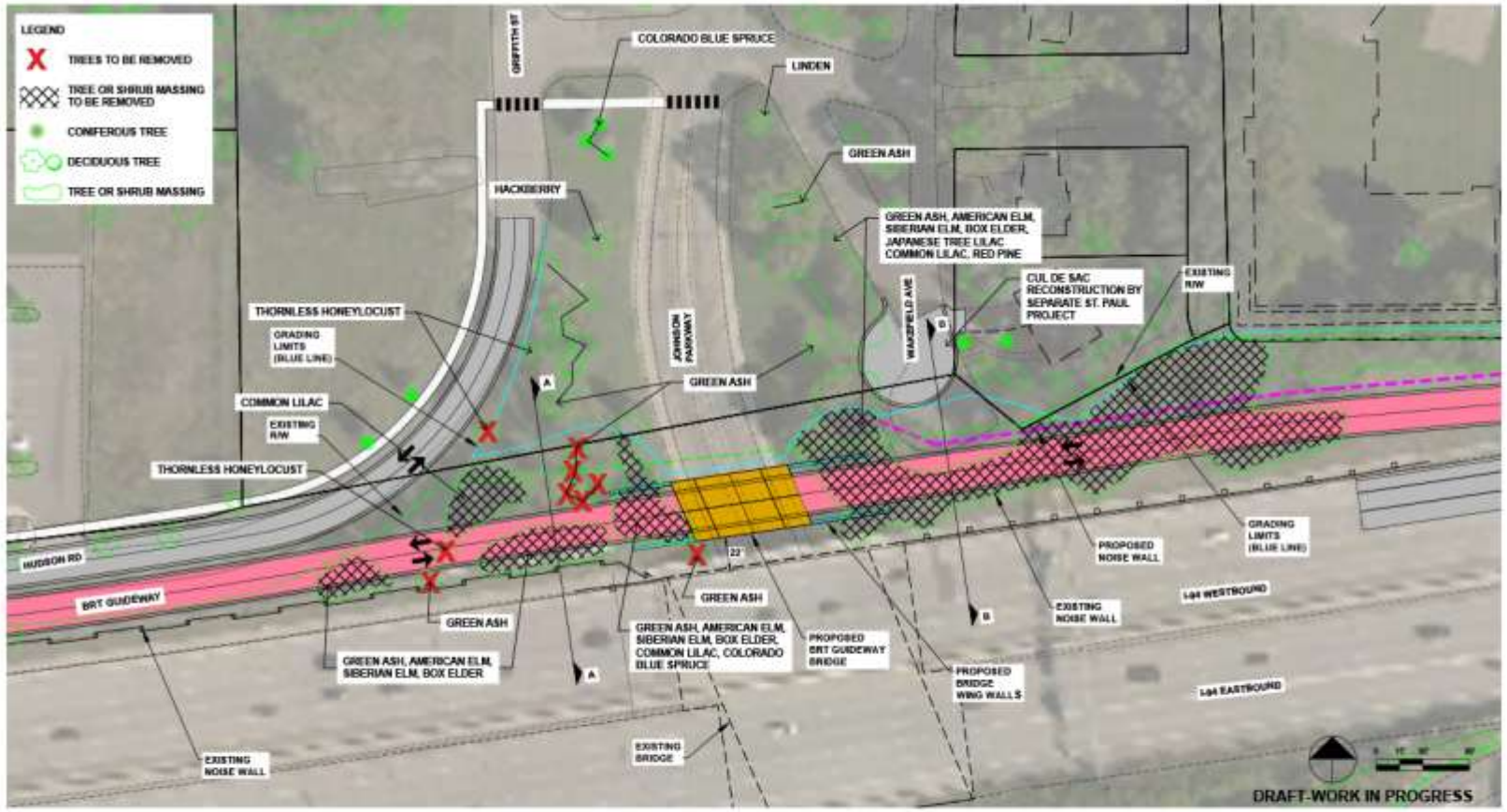
### Significance

The property is eligible for the NRHP under Criterion A in the Areas of Entertainment/Recreation and Commerce as one of the Saint Paul's long-standing entertainment venues, opening as a movie theater and vaudeville house, continuing as part of the theater circuit, and later transforming into a movie palace. It is also significant under Criterion C in the area of Architecture as outstanding example of a Beaux Arts style commercial building, as an important work by local architectural firm, Buechner and Orth, and as an early mixed-use building that combined a hotel, theater, and retail space. The period of significance extends from the building's construction in 1916 to 1977, when it closed as a first-run movie theater.

### Potential Effects

- Visual effects from the introduction of project infrastructure (station, plaza expansion, roadway improvements, new sidewalk, signage) into the setting of nearby historic properties
- Changes to traffic and parking
- Noise from station and BRT operations
- Construction noise and vibration

## FIGURE C.5-11: JOHNSON PARKWAY



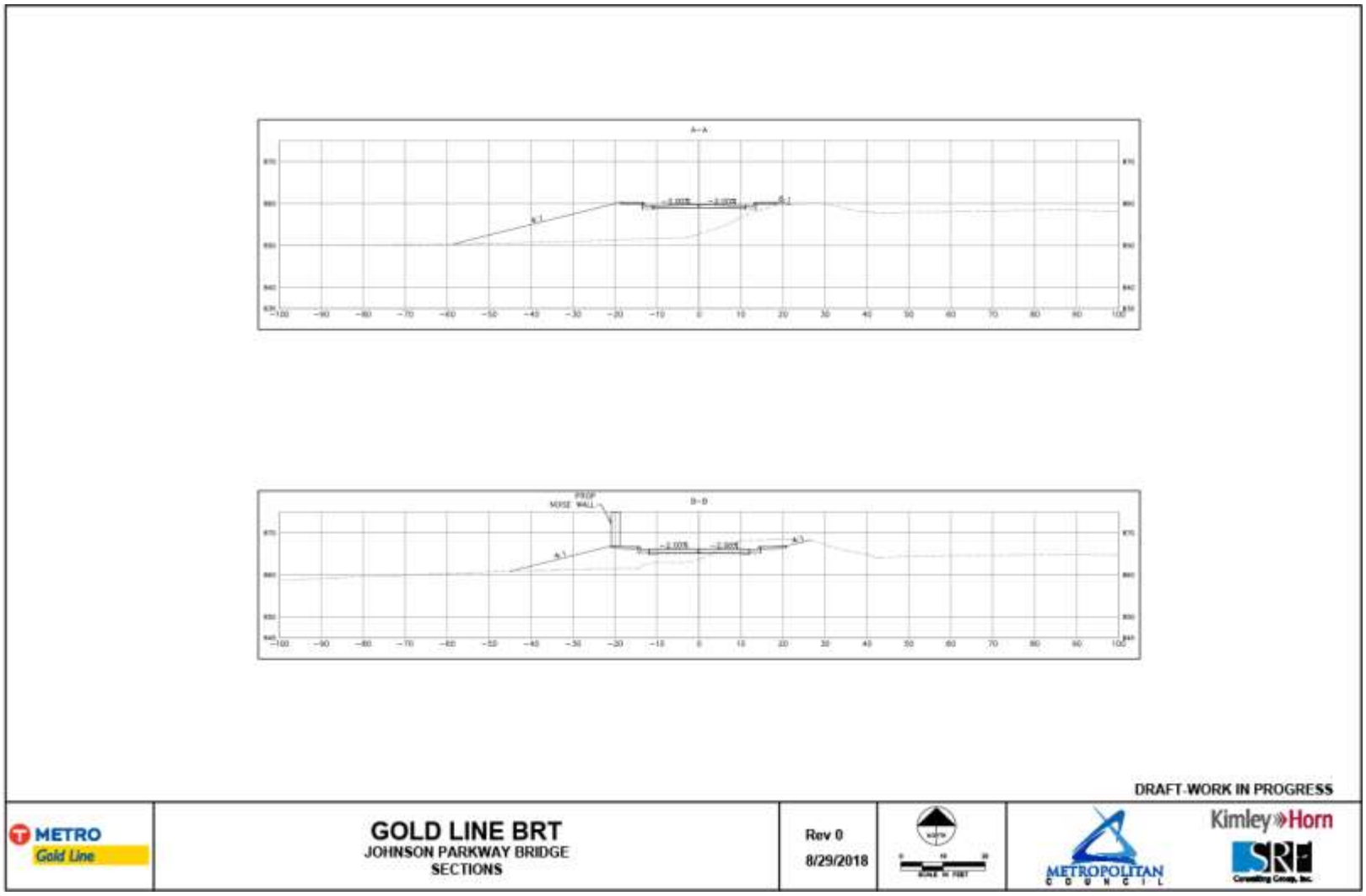

METRO Gold Line

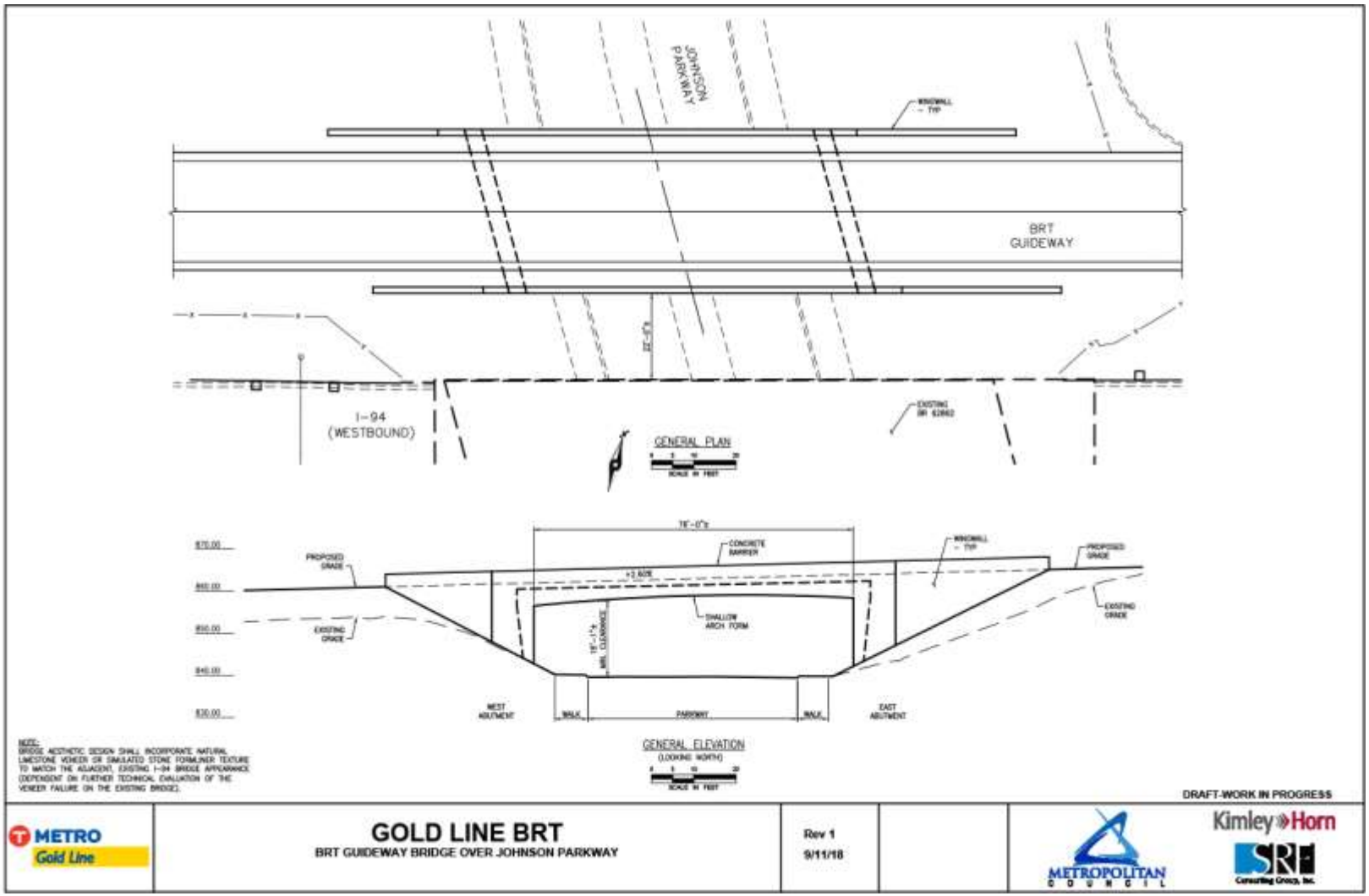
**Potential Tree Impacts**
**Johnson Parkway**

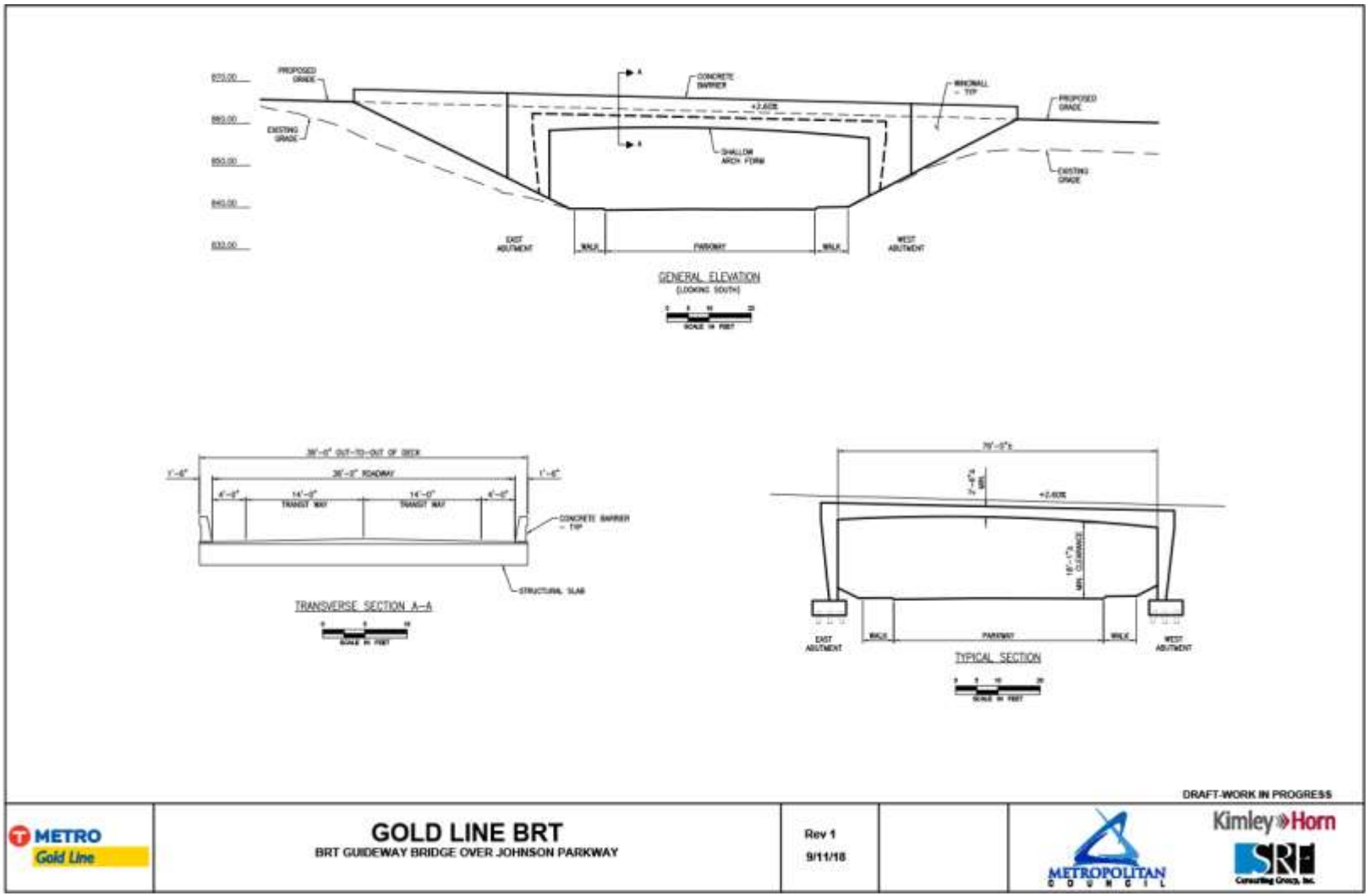
September 11, 2018

Kimley»Horn

SRF Consulting Group, Inc.


A-A
PROP NOISE WALL
B-B
DRAFT-WORK IN PROGRESS
METRO
Gold Line
GOLD LINE BRT
JOHNSON PARKWAY BRIDGE
SECTIONS
Rev 0
8/29/2018
METROPOLITAN COUNCIL
Kimley»Horn
SRF Consulting Group, Inc.


JOHNSON PARKWAY
BRT GUIDEWAY
I-94 (WESTBOUND)
GENERAL PLAN
CONCRETE BARRIER
SHALLOW ARCH FORM
WEST ABUTMENT
WALK
PARKWAY
WALK
EAST ABUTMENT
GENERAL ELEVATION
DRAFT-WORK IN PROGRESS
METRO Gold Line
GOLD LINE BRT
BRT GUIDEWAY BRIDGE OVER JOHNSON PARKWAY
Rev 1
9/11/18
METROPOLITAN COUNCIL
Kimley»Horn
SRF Consulting Group, Inc.


PROPOSED GRADE
EXISTING GRADE
CONCRETE BARRIER
SHALLOW ARCH FORM
EAST ABUTMENT
WALK
PARKWAY
WALK
WEST ABUTMENT
GENERAL ELEVATION
(LOOKING SOUTH)
SCALE IN FEET
36'-0" OUT-TO-OUT OF DECK
1'-6"
36'-0" ROADWAY
4'-0"
14'-0" TRANSIT WAY
14'-0" TRANSIT WAY
4'-0"
CONCRETE BARRIER - TYP
STRUCTURAL SLAB
TRANSVERSE SECTION A-A
SCALE IN FEET
+2.60%
EAST ABUTMENT
WALK
PARKWAY
WALK
WEST ABUTMENT
TYPICAL SECTION
SCALE IN FEET
DRAFT-WORK IN PROGRESS
METRO Gold Line
GOLD LINE BRT
BRT GUIDEWAY BRIDGE OVER JOHNSON PARKWAY
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## C.5.3. Project Section 106 Consultation Meeting No. 3 – Sept. 25, 2018

### FIGURE C.5-12: CONSULTATION MEETING NO. 3 MEETING NOTES

DEPARTMENT OF TRANSPORTATION

METRO Gold Line

# Gold Line BRT Section 106 Consultation Meeting #3

**Date:** 09/25/2018 **Time:** 1:30 – 3:00 p.m. **Duration:** 1 hour 30 minutes

**Location:** Gold Line Project Office
121 7th Pl. E., Suite 102 – Large Conference Room
Saint Paul, MN 55101

**Meeting called by:** Greg Mathis

**Attendees:** FTA: Elizabeth Brieseth, Tony Greep
MnSHPO: Sarah Beimers
Ramsey County: Frank Alarcon
St. Paul/HPC: Christine Boulware
MnDOT: Greg Mathis, Stephanie Atwood
GPO: Chris Beckwith, Lyssa Leitner, Chelsa Johnson, Andrea Arnoldi, Michael Jischke

## Meeting Notes

### 1. Welcome and Introductions

Greg Mathis (MnDOT) welcomed the attendees and, after introductions, gave a brief overview of what was covered in Consultation Meeting #2 held on 9/11/18. He noted that today's meeting was a continuation of that meeting to finish a review of potential effects on historic properties in Downtown Saint Paul.

### 2. Potential Effects on Historic Properties

Greg reminded the consulting parties that at the last meeting reviewed the potential effects to historic properties along the Project corridor starting at the east end of the corridor and working west and ending at Union Depot in Saint Paul. For each of the following properties/areas, Greg gave a brief overview of the property and reviewed the potential effects for each historic property, then asked for parties' input. Consulting parties provided comments and questions as follows:

A. **Lowertown Area:** Greg noted that the discussion of this area was not completed at the previous meeting, so it would be continued today.
   - Greg identified the historic properties in this area and summarized their significance:
     - Lowertown Historic District: significant under Criterion A in the areas of Commerce, Industry, and Transportation and under Criterion C for Architecture and Landscape Architecture;

Gold Line BRT Section 106 Consultation Meeting #3 1

- Finch, Van Slyck & McConville Dry Goods Company Building: individually listed and as a contributing property in the Lowertown Historic District. Its individually significant under Criterion A in the Area of Commerce and under Criterion C in the area of Engineering; and
- Union Depot, which will be discussed separately.

- Greg then summarized the potential effects that were presented at the last consultation meeting:
  - Alterations to the district and its setting, including direct physical and indirect visual effects, from the introduction of two new stations and related infrastructure, such as station shelters, signage, changes in curbing, and other related improvements within the district;
  - Changes to traffic and parking;
  - Noise from station and BRT operations on noise sensitive properties within district; and
  - Construction noise and vibration.
  - Greg added that Union Depot would also see increased use from increased transit ridership, noting that the Project is discussing of adding a full station on the Union Depot Elevated Railyard, which is where the bus loop is located.
- Michael Jischke (GPO) gave a recap of the Lowertown area stations and then described the proposed design for the Sibley Street Station, providing dimensions and details for the new infrastructure. He noted that current plans call for the use of the parking area on the east side of the block to create a wide enough bumped-out curb for a 12' wide by 90' long platform, which would allow a second bus to stop at the station at the same time as a BRT vehicle. The remaining areas of the parking lanes and the central two traffic lanes would be maintained in their current configuration. The new platform would probably be plain grey concrete. The proposed shelter would nominally be 6' wide by 40' long. There would be a pylon sign at the loading edge. The scale and proportions of the sign would be similar to the signs on the A-Line. There would be a tactile edge along the curb and a concrete bus pad in the street where the buses will stop. Michael also noted that since the street slopes, there would be a level base for the shelter. Christine Boulware (St. Paul HPC) asked if the station and sidewalk would be at the same level or if there would be a ramp up to the platform. Michael replied that the Project is still exploring the design, which has to do with the curb and boarding procedure. He added that the current design shows a 6" curb, but it may be slightly elevated (curb height greater than 6"). He noted that there is a question about level boarding since local busses could not use the taller platform.
- Michael then presented the proposed design for the Wacouta Street Station. He noted that at Fifth and Wacouta alterations would occur to the street, including restriping and the removal of parking, to allow buses to make the turn. On Wacouta, there will be one lane of traffic each way and a bump out for the platform. The platform will require the removal of trees and lights along the street. He noted that due to the grades, the station would have higher platforms that will also require a railing. Andrea noted that they were not sure about the higher platform and that it is not a forgone conclusion. Sarah Beimers (MnSHPO) asked how many spots would be eliminated. Michael said that four will be lost for the Sibley station and approximately seven would be lost on Wacouta. Christine said that parking is a major concern in Lowertown and will

be an increasing concern since more residential developments are planned for the area. She stated that additional conversation is needed with the City of Saint Paul about the loss of this parking. She also added that there is a plan to mill and overly all of the Downtown in the near future and that should be taken into account.

B. **Union Depot:** Greg summarized the significance of the property, noting that it is listed under Criterion A in the areas of Transportation, Commerce, and Industry and under Criterion C in the area of Engineering.
   - Greg then described the potential effects to the property and its setting:
     - Alterations to the property and its setting, including direct physical and indirect visual effects, from the introduction of new project infrastructure to the property, including a pylon sign, ticket vending machine and face-collections system, and two new stations into the property's setting;
     - Changes to traffic within the Depot bus loop and in the vicinity of property and to nearby parking; and
     - Increased use of the property by transit users
   - Greg noted that the potential effects to the property from new infrastructure on the bus loop would not affect the Lowertown Historic District since it is some distance away and would not be visible.
   - The Consulting Parties agreed with the potential effects as presented.

C. **U.S. Post Office & Custom Office:** Greg summarized the significance of the property, noting that it is listed under Criterion A in the area of Politics/Government).
   - Greg then described the potential effects to the property:
     - Changes to traffic and parking, and
     - Noise from BRT operations.
   - The Consulting Parties agreed with the potential effects as presented.

D. **Germania Bank:** Greg presented the significance of the property, noting that it is listed under Criterion C in the area of Architecture.
   - Greg then described the potential effects to the property:
     - Visual effects from the introduction of new project infrastructure, such as signage and changes in curbing, into the property's setting;
     - Changes to traffic and parking; and
     - Noise from BRT operations.
   - Michael explained that there are no changes planned to traffic lanes on this block.
   - The Consulting Parties agreed with the potential effects as presented.

E. **Rice Park Station Area:**
   - Greg identified that historic properties in the vicinity of the Rice Park station and summarized their significance:
     - Rice Park Historic District: eligible under Criterion in the areas of Community Planning & Development, Education, and Politics/Government and under Criterion C for Architecture and Landscape Architecture;

- United States Post Office, Court House & Customs House: significant Criterion C in the area of Architecture;
- Saint Paul Hotel: eligible under Criterion A in the area of Commerce and under Criterion C in the area of Architecture; and
- Saint Paul Public Library and James J. Hill Reference Library; significant under Criterion A in the Area of Education and under Criterion C in the area of Architecture)

- Greg then summarized the proposed changes in this area and described their potential effects to these historic properties:
  - Alterations to the district that will result in direct physical and indirect visual effects from the introduction of a new station and related infrastructure and improvements, including the station shelter, signage, and changes in curbing and sidewalks in the district;
  - Changes to traffic and parking;
  - Noise from station and BRT operations;
  - Construction noise and vibration; and
  - Increased use of the park by transit users.
- Sarah requested that the words "direct" and "indirect" not be used when referring to effects on historic districts. She suggested just to say "effect" for work in a district since the effects are related.
- Christine brought up the current reconstruction work being undertaken to Rice Park. She then asked what would be anticipated in terms of changes to traffic and parking. Michael replied that the Project's visualizations of the station site would answer some of her questions. He presented the visualization of the proposed Rice Park Station, showed the dimensions of the platform, the location of the shelter, and the alterations to the adjacent traffic lanes. He clarified what is proposed by the City and how the GBRT project would work from that. He explained that City's project includes new sidewalks and curbs, a new retaining wall, landscaping, and pedestrian ramps up from the street. The City project also includes adding bump outs at the intersections on 5th Street to calm traffic for pedestrians. He noted that the bum pouts create an awkward curb for buses; it makes it difficult to maneuver to line up with the curb at the station, so the Project will build a straight curb in line with the bum pouts, leaving the pedestrian ramps at the corners. This means where buses will stop will be in the road. He added that this means the Project will also need to reconstruct a portion of the road as a more significant base would be needed, with pavers reinstated on top of the base. They will also need to reconstruct some of the sidewalk. Based on previous input, the shelter will be pulled back from the curb and placed close to the retaining wall to maintain the sidewalk and offsets to avoid interfering with vies axes in the park. The platform will be 80' long with a tactile edge along the curb. Michael noted that the station would include a smaller shelter than other locations, due to the constrained site. It will be approximately 6' by 25' in size. He then added that the Project is studying to see if parking can remain on the north side of 5th Street (in front of Landmark Center), or if it needs to be removed for traffic. Greg mentioned that based on previous input from the City of Saint Paul, the proposed shelter color for the station is intended to be dark bronze with clear (non-tinted) glass. Christine replied that Rice Park has a similar period of significance as Lowertown. Therefore, there should be darker colors used as a standard in both areas. She stated that the shelter should be "subservient" to the design of the park. She also emphasized that the glass

should not have any "fret" pattern (etched or printed design) on it and that the glass should be clear (non-tinted). In regard to the proposed pylon sign, she said the Project should remember that there is already lots of lighting so the sign should fit with the lighting in terms of placement and height. As it relates to the placement of the new infrastructure, the symmetry of the park should also be maintained and not obscured. The new infrastructure should be symmetrical. Also, the new shelter should be "subservient" to the design of the park.

- Sarah asked about design elements that would be incorporated into station areas. Greg replied that this is what was being reviewed at the meeting today. Christine said that that the Downtown has two distinct eras: 1) Lowertown/Rice Park and 2) Urban Renewal. Greg replied that the Project is breaking down the areas even more based on the different characters of each area, they are the: Lowertown Historic District area, the Rice Park Historic District, which includes the Hamm Plaza and Rice Park station areas, and Urban Renewal Historic District. He also noted that the station by the Manhattan Building would follow the Lowertown design aesthetic. Both Christine and Sarah agreed with this design approach.

F. **Hamm Plaza Station Area:**

- Greg identified the historic properties in the vicinity of this station and described the significance of properties not yet discussed:
  - Rice Park Historic District;
  - United States Post Office, Court House & Customs House;
  - Hamm Building: listed under Criterion C in the area of Architecture; and
  - New Palace Theater/Saint Francis Hotel: eligible under Criterion A in the areas of Entertainment/Recreation and Commerce and under Criterion C in the area of Architecture.
- Greg then summarized the proposed changes in this area and described the potential effects to these historic properties:
  - Visual effects from the introduction of project infrastructure, including the station, plaza expansion, roadway improvements, new sidewalks, and signage into the setting of nearby historic properties;
  - Changes to traffic and parking;
  - Noise from station and BRT operations;
  - Construction noise and vibrations;
- Christine asked about the age of the plaza. Greg said that based on some initial research, it was built somewhere in the 1980s–1990s period, but is less than 50 years old, which is why it was not surveyed.
- Michael presented the proposed the design for the station area, explaining that there is already a busy bus stop in that location. He explained that they need to move the curb out to have sufficient space for the station to avoid impacts to the plaza, noting that the existing "wall" is really the pump for the fountain in the plaza. The design is intending avoid impacts to the intersection, but the primary going is to maintain primary access and a visual line to the closest façade of the Landmark Center. Therefore, a smaller shelter and concrete bus pad is proposed. The shelter will be in the same location, but 50 percent larger than the existing shelter. It will be approximately 25' long. There will also be a pylon sign at the corner.

- Christine said that this area is also proposed for some potential pavement changes and a bike track on the west side of Saint Peter Street. She was not sure exactly when the work would be done and stated that the Project needed to talk with the City's bicycle planner to determine what is being planned. Christine also said she was not sure if it would cut into the sidewalk.
- Michael explained that the Project would not alter the "pork chop" at the intersection. Sarah asked if the turn lane was being removed. Michael confirmed that it was. Sarah then asked if the Project of the City of Saint Paul was designing the conversion of this space for into part of the plaza. She added that since closure is part of the Project, the design would need to be known so the effects of the plaza design on historic properties can be assessed.

G. **Urban Renewal Historic District:**

- Greg identified that historic properties in this area and summarized their significance:
  - Saint Paul Urban Renewal Historic District; eligible under Criterion A in the areas of Community Planning and Development and Politics/Government);
  - Mutual Life Insurance Company Building: listed under Criterion A in the area of Commerce and under Criterion C in the area of Architecture;
  - Osborn Building: eligible under Criterion C in the area of Architecture; and
  - Degree of Honor Protective Association Building: eligible under Criterion C in the area of Architecture. Greg noted that this property may not be in the revised APE.
- Greg then summarized the proposed changes in this area and described the potential effects to these historic properties:
  - Alterations to the district and its setting that will result in direct physical and indirect visual effects from the introduction of four new stations, which include station shelters, lighting, signage and curb changes; one station will be in the district and the other three stations adjacent to the district; and other related infrastructure such as potential sidewalk and roadway improvements;
  - Changes to traffic and parking;
  - Noise from station and BRT operations;
  - Noise from station and BRT operations; and
  - Construction noise and vibration.
- Michael presented an overview of the proposed stations within and across the street from the district.
- Sixth and Robert Station: Michael presented the proposed design for the station area, explaining that it will have a large platform. The existing shelter would be used, but that it may need some refurbishment, such as adding a ticketing machine. The plan is to use the existing stop for BRT and the stop for regular buses will be moved behind BRT. The station will include a pylon sign, a tactile strip along the curb, fare collection and potentially site furnishings.
- Sixth and Minnesota Station: Michael described the design for the station. It will be on the same block as another recently constructed station, but located closer to Minnesota Street. He explained that the area has a generous sidewalk and the curb will stay in the same location, with an 8' sidewalk behind the platform. Sarah asked why the Project is not planning to merge its stop with local bus services at this location. Michael said it was likely due to the high volume of buses heading east to west at this location. He noted that this is one of the two highest use stops in Downtown Saint Paul, so Metro Transit would prefer separate stops.

- Fifth and Minnesota Station: Greg noted that two stations on Sixth Street and the one at Firth and Robert are on streets that border the district. The one at Fifth and Minnesota is the only one within the Urban Historic District. He then noted that in addition to the Urban Renewal Historic District, there are two other historic properties near this station: the First National Bank and the Saint Paul Athletic Club). Greg summarized the significance of each property and the potential effects to each property:
    - First National Bank: eligible under Criterion A in the area of Commerce.
        - Potential Effects include:
            - Visual Effects from the introduction of new project infrastructure, including a station, signage, and changes in curbing into the property's setting; and
            - Changes to traffic and parking.
    - Saint Paul Athletic Club: eligible under Criterion A in the area of Social History and under Criterion C in the area of Architecture.
        - Potential Effects include:
            - Visual Effects from the introduction of new project infrastructure, including a station, signage, and changes in curbing into the property's setting.
    - Michael said that the station would be located mid-block, not on the corner like other stations. The shelter will be set from the curb in the sidewalk section on the same alignment as the existing local bus shelter, fencing and low curb. There is also an existing vertical circulation building (VCB) near the corner of Cedar Street that they are trying to stay east of. The shelter is set back to maximize the sidewalk like the existing shelter. The BRT shelter would be 6' by 40' in size and set back 23' from the curb. If a higher curb is needed, they would likely raise the entire sidewalk in this section.
    - Christine explained that as part of the mitigation for the loss of the First Federal Savings and Loan Building to construct the Green Line (Central Corridor) station on the block, the City recently completed local design guidelines for that block. They were adopted by the City within the last 18 months. Greg and Sarah requested copies of the guidelines. Christine said she would provide them by email.
        - **ACTION:** The City of Saint Paul will provide a copy of the City-adopted Central Station Block Design Guidelines to MnDOT and SHPO.
- Fifth and Robert Station: Greg identified that historic properties near this station and summarized the significance of those not previously discussed:
    - Urban Renewal Historic District (the district includes the across the street from the station);
    - Manhattan Building: adjacent to the station; listed under Criterion A in the area of Commerce, under Criterion B for association with Clarence H. Johnston, Sr., and under Criterion C in the area of Architecture; and
    - Pioneer Press and Endicott Buildings: these buildings are on the same block as the station and are listed under Criterion A in the areas of Commerce and Communication [Pioneer only] and under Criterion C in the area of Architecture; and
    - Merchants National Bank: located across the street and one block from station; is listed under Criterion A in the areas of Commerce and Politics/Government and under Criterion C in the area of Architecture.

- Greg then summarized the proposed changes in this area and described the potential effects to these historic properties:
  - Manhattan Building:
    - Visual effects from the introduction of project infrastructure, including the station, signage, lighting, ticketing, and changes in curbing into the property's immediate setting;
    - Possible direct effects to the building's vaults to construct the new station;
    - Possible changes to building access and circulation patters;
    - Changes to traffic and parking;
    - Noise from station and BRT operations; and
    - Construction noise and vibration.
  - Pioneer Press and Endicott Buildings:
    - Visual effects from the introduction of new project infrastructure and BRT route, including a station, signage, and changes in curbing into the properties' setting;
    - Changes to traffic and parking; and
    - Construction noise.
  - Merchants National Bank:
    - Visual effects from the introduction of new project infrastructure and BRT route, including the station, signage, and changes in curbing into the property's setting;
    - Changes to traffic and parking; and
    - Noise from BRT operations.
- Michael described the station site, explaining that the curb would need to be bumped out since they are looking to work outside the Manhattan Building's coal chutes (vaults). To do this they will construct new curbs and ped ramps, and taper them back to the east. He noted that there is an existing local bus stop at the far end of the block at the corner of Fifth and Jackson Street, but BRT does not work there due to site constraints – the shelter would not fit. This is why the station is proposed where it is. There will be a new concrete pad for the BRT buses, but the parking on the north side of Fifth Street will stays. He noted that the windows on the Manhattan Building were a guide for citing the shelter. The proposed location for the BRT shelter is between the two central bays of windows on the first floor of the building to minimize effects. Related to minimizing effects, this is another location where the shelter will be smaller not to encroach on the windows and views. He added that that there is also a different relationship between the shelter and pylon sign as compared to the other stations to respect the architecture of the Manhattan Building. The curb will also be adjust to be located further north. Greg noted that the intent of the placement and design of the shelter is to minimize is the effect of the station on the Manhattan Building. He added that this location is where historic properties from two different periods exist. The Manhattan, Pioneer and Endicott buildings date from the late nineteenth and early twentieth century and have one architectural character, while the Urban Renewal Historic District across the street dates from the mid-twentieth century and has a very different character. He added that since the station on the same block as the earlier building, that it makes sense to use the design parameters created for Lowertown

since it dates from the same period as the historic properties on this block and is architecturally similar.

- Christine stated that it is a complicated block, but that the Project has placed the station in the one location that does not interrupt a storefront. She said there are hopes that the Manhattan Building will be rehabilitated. She also agreed that the aesthetics/design of the station should be more like the Lowertown stations. Sarah added that SHPO looked into the removal of the 1950s façade on the Manhattan Building, but thought it could not come off without damaging the original materials underneath it.
- Christine noted that there are abandoned utilities in the vaults below the building that extend under the sidewalk. She noted that at least some of the vaults were not filled. She also added that the reconstruction of Robert Street would also impact the building.

## 4. Next Steps

Greg reminded attendees that they could email him if they have any questions or comments on the materials provided. He then wrapped up the meeting by briefly reviewing the next steps in the consultation process, and noting that that the next consultation meeting would likely take place in the year or early next year.

| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
|---|---|---|
| 1. Provide Central Station Block Design Guidelines to SHPO and MnDOT | Christine Boulware | |
| 2. | | |
| 3. | | |

**1) Meeting Materials**

- METRO Gold Line BRT Section 106 Consultation Meeting No. 3 PowerPoint, September 25, 2018
- Gold Line BRT Station Plans and Visualizations – 20180925
- GBRT – Platform Programming – Typical Platform Components

## FIGURE C.5-13: CONSULTATION MEETING NO. 3 PRESENTATION



## Potential Effects on Historic Properties

- Goal: Review *potential* Project effects on historic properties to focus future consultation
  - Achieve agreement on potential effects
  - Gain design input for specific locations
- 9/11/2018 - consulted on:
  - Properties outside of downtown Saint Paul
  - Lowertown Historic District and Union Depot
- Today
  - Consult on remaining properties in Downtown Saint Paul

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## Lowertown Area, Saint Paul

- Lowertown Historic District
  - Listed under Criterion A in the areas of Commerce, Industry and Transportation, and under Criterion C in the area of Architecture (and Landscape Architecture)
- Finch, Van Slyck & McConville Dry Goods Company Building
  - Listed under Criterion A in the area of Commerce and under Criterion C in the area of Engineering

Lowertown Historic District

Finch, Van Slyck & McConville Building

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## Lowertown Area, Saint Paul

- Potential Effects
  - Alterations to the district and its setting (direct physical and indirect visual effects), including the introduction of two new stations and related infrastructure (stations, signage, changes in curbing) and improvements within the district
  - Changes to traffic and parking
  - Noise from station and BRT operations on noise sensitive properties within district
  - Construction noise and vibration

Lowertown Historic District

Finch, Van Slyck & McConville Building

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## Saint Paul Union Depot, Saint Paul

- Listed under NRHP Criterion A in the areas of Transportation, Commerce, and Industry and under Criterion C for Engineering
- Potential Effects
  - Alterations to the property and its setting (direct physical and indirect visual effects), including the introduction of new project infrastructure to the property (pylon sign, ticket vending machine, and fare-collection system) and two new stations into the property's setting
  - Changes to traffic within the Depot bus loop and in the vicinity of property and to nearby parking
  - Increased use of the property by transit users

9/25/2018 7

## U.S Post Office & Custom House, Saint Paul

- Listed under NRHP Criterion A in the area of Politics/Government
- Potential Effects
  - Changes to traffic and parking
  - Noise from BRT operations

9/25/2018 8

## Germania Bank, Saint Paul

- Listed under NRHP Criterion C in the area of Architecture
- Potential Effects
  - Visual effects from the introduction of new project infrastructure (~~stations,~~ signage, changes in curbing) into the property's setting
  - Changes to traffic and parking
  - Noise from BRT operations

9/25/2018 9

## Rice Park Station Area, Saint Paul

- Rice Park Historic District
  - Eligible under Criterion A in the areas of Community Planning & Development, Education and Politics/ Government, and under Criterion C in the area of Architecture/Landscape Architecture
- U.S. Post Office, Court House & Customs House
  - Listed under Criterion C in the area of Architecture
- Saint Paul Hotel
  - Eligible under Criterion A in the area of Commerce and under Criterion C in the area of Architecture
- St. Paul Public Library
  - Listed under Criterion A in the area of Education and under Criterion C in the area of Architecture

Rice Park Historic District

U.S. Post Office, Court House & Customs House

9/25/2018 10

## Rice Park Station Area, Saint Paul

- Potential Effects
  - Alterations to the district (direct physical and indirect visual effects) from the introduction of a new station and related infrastructure and improvements (station, signage, changes in curbing and sidewalks) to the district
  - Changes to traffic and parking
  - Noise from station and BRT operations
  - Construction noise and vibration
  - Increased use of the park by transit users
- Station design discussion

Saint Paul Public Library / James J. Hill Reference Library

Saint Paul Hotel

9/25/2018 11

## Hamm Plaza Station Area, Saint Paul

- Rice Park Historic District
- U.S. Post Office, Court House & Customs House
- Hamm Building
  - Listed under Criterion C in the area of Architecture
- New Palace Theatre / St. Francis Hotel
  - Eligible under Criterion A in the areas of Entertainment/Recreation and Commerce, and under Criterion C in the area of Architecture

Hamm Building

New Palace Theatre / St. Francis Hotel

9/25/2018 12

## Hamm Plaza Station Area, Saint Paul

- Potential Effects
  - Visual effects from the introduction of project infrastructure (station, plaza expansion, roadway improvements, new sidewalk, signage) into the setting of nearby historic properties
  - Changes to traffic and parking
  - Noise from station and BRT operations
  - Construction noise and vibrations
- Station design discussion

9/25/2018 13

## Urban Renewal Area, Saint Paul

- Saint Paul Urban Renewal Historic District
  - Eligible under Criterion A in the areas of Community Planning and Development, and Politics/Government
- Mutual Life Insurance Company Bldg.
  - Listed under Criterion A in the area of Commerce and under Criterion C in the area of Architecture
- Osborn Building
  - Eligible under Criterion C in the area of Architecture


9/25/2018 14

## Urban Renewal Area, Saint Paul

- Degree of Honor Protective Association Bldg.
  - Eligible under Criterion A in the area of Social History
    - May not be included in revised APE
- Potential Effects
  - Alterations to the district and its setting (direct physical and indirect visual effects) from the introduction of four new stations (stations, lighting, signage, curb changes) within (1 station) or adjacent to (3 stations) the district and related infrastructure (potential sidewalk and roadway improvements)
  - Changes to traffic and parking
  - Noise from station and BRT operations
  - Construction noise and vibration

Degree of Honor Bldg.

9/25/2018 15

## First Farmers & Merchants Bank/First National Bank, Saint Paul

- Eligible under NRHP Criterion A in the area of Commerce
- Potential Effects
  - Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting
  - Changes to traffic and parking

9/25/2018 16

## Saint Paul Athletic Club, Saint Paul

- Eligible under NRHP Criterion A in the area of Social History and under Criterion C in the area of Architecture
- Potential Effects
  - Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting

9/25/2018 17

## Manhattan Building, Saint Paul

- Listed under NRHP Criterion A in the area of Commerce, Criterion B for association with Clarence H. Johnson Sr., and Criterion C in the area of Architecture
- Potential Effects
  - Visual effects from the introduction of project infrastructure (station, signage, lighting, ticketing, changes in curbing) into the property's immediate setting
  - Possible direct effects to the buildings vaults to construct the new station
  - Possible changes to building access and circulation patterns
  - Changes to traffic and parking
  - Noise from station and BRT operations
  - Construction noise and vibration

9/25/2018 18

## Pioneer Press & Endicott Buildings, Saint Paul

- Listed under NRHP Criterion A in the areas of Commerce and Communication (Pioneer only), Criterion C for Architecture
- Potential Effects
  - Visual effects from the introduction of new project infrastructure and BRT route (station, signage, changes in curbing) into the properties' setting
  - Changes to traffic and parking
  - Construction noise


Pioneer Building


Endicott Building

9/25/2018 19

## Merchants National Bank, Saint Paul

- Listed under NRHP Criterion A in the areas of Commerce and Politics/Government, and under Criterion C for Architecture
- Potential Effects
  - Visual effects from the introduction of new project infrastructure and BRT route (station, signage, changes in curbing) into the property's setting
  - Changes to traffic and parking
  - Noise from BRT operations

9/25/2018 20


## Next Steps

- Section 106
  - Q3 2018: Revise APE
  - Q3 – Q4 2018: Complete identification and evaluation of historic properties
  - Q3 2018 – Q1 2019: Assess effects
    - Consultation meeting(s) to review findings
  - Q4 2018 – Q2 2019: resolve any adverse effects (if needed)

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## Next Steps

- NEPA
  - Q1 2018 – Q2 2019: Prepare EA
  - Q3 2019
    - Publish EA
    - Comment period
    - Address comments
  - Q4 2019: Publish FONSI

9/25/2018 23

## Next Steps

# Questions?

For more information:
www.metrotransit.org/gold-line-project

**MnDOT Cultural Resources Unit**
Greg Mathis, Section 106 Lead
Greg.Mathis@state.mn.us

**METRO Gold Line BRT Project Office**
Chelsa Johnson, Environmental Lead
Chelsa.Johnson@metrotransit.org

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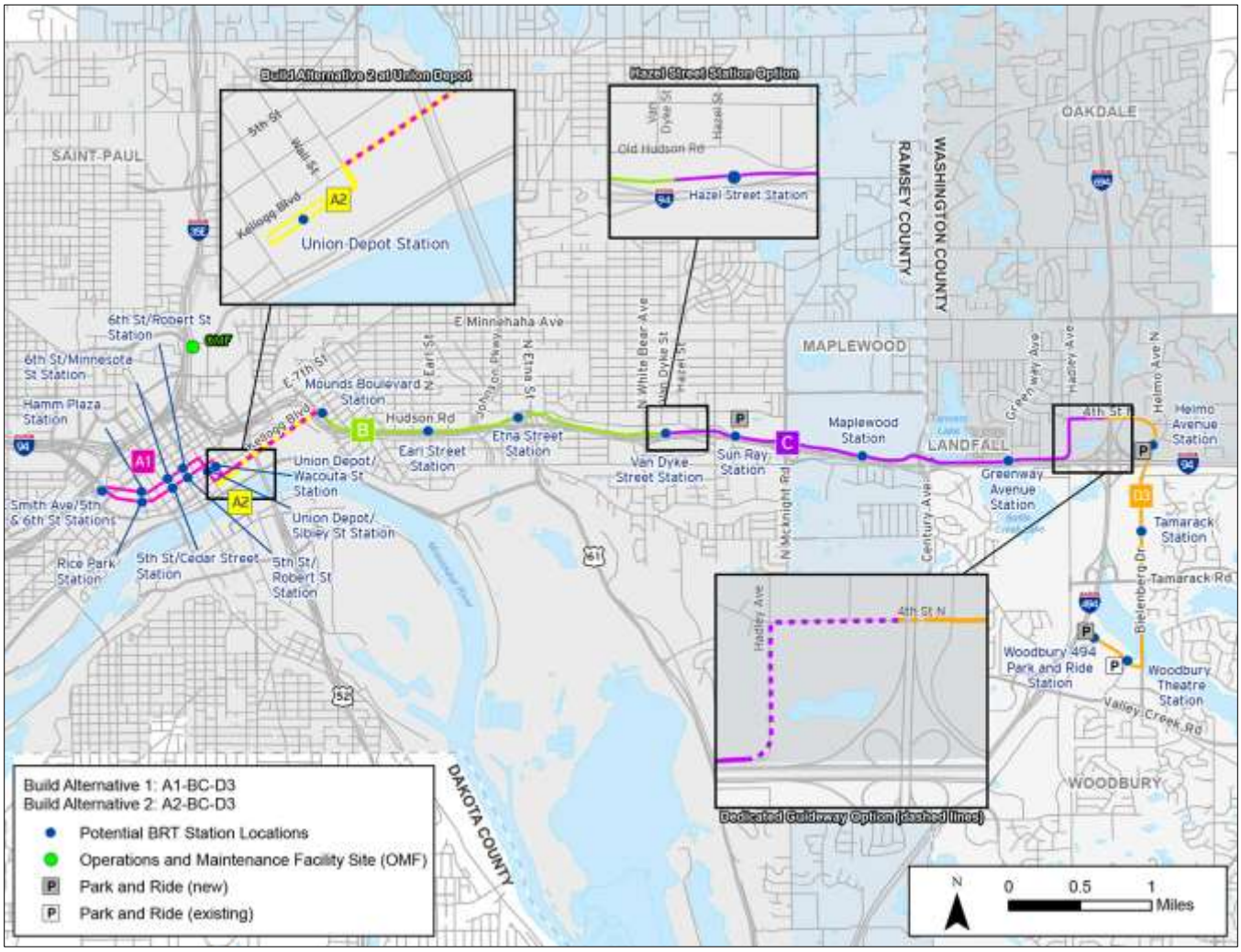
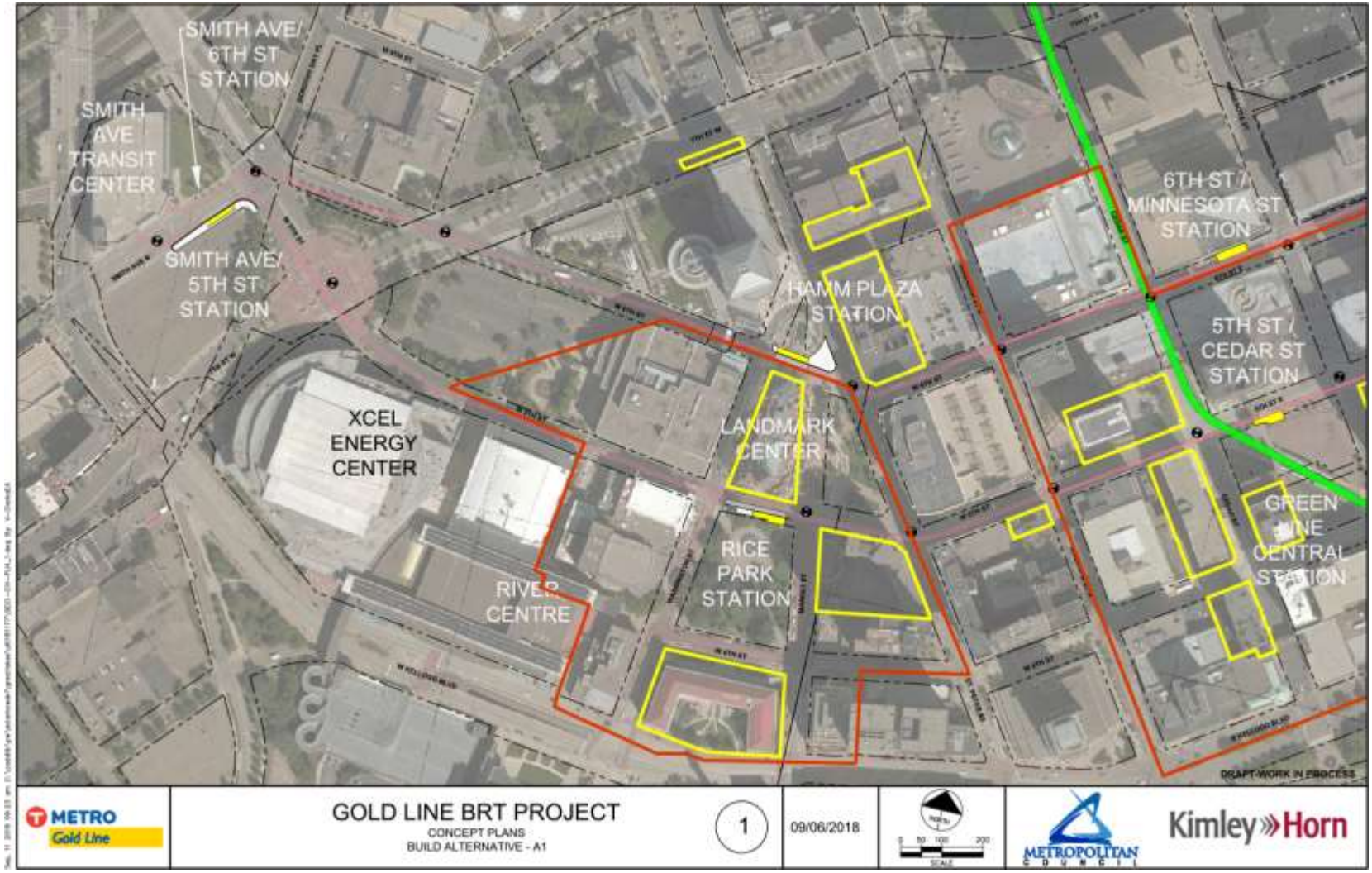
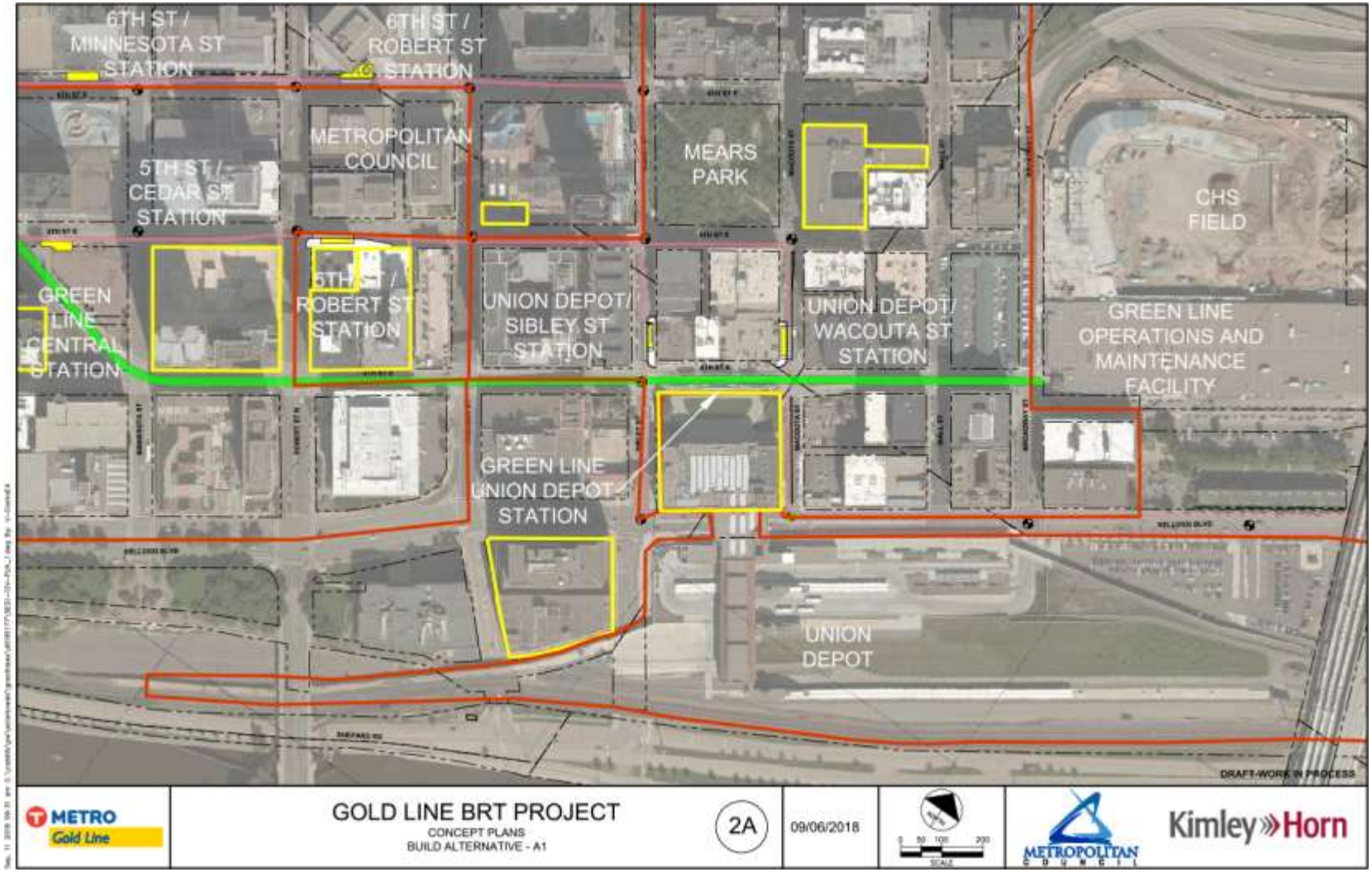
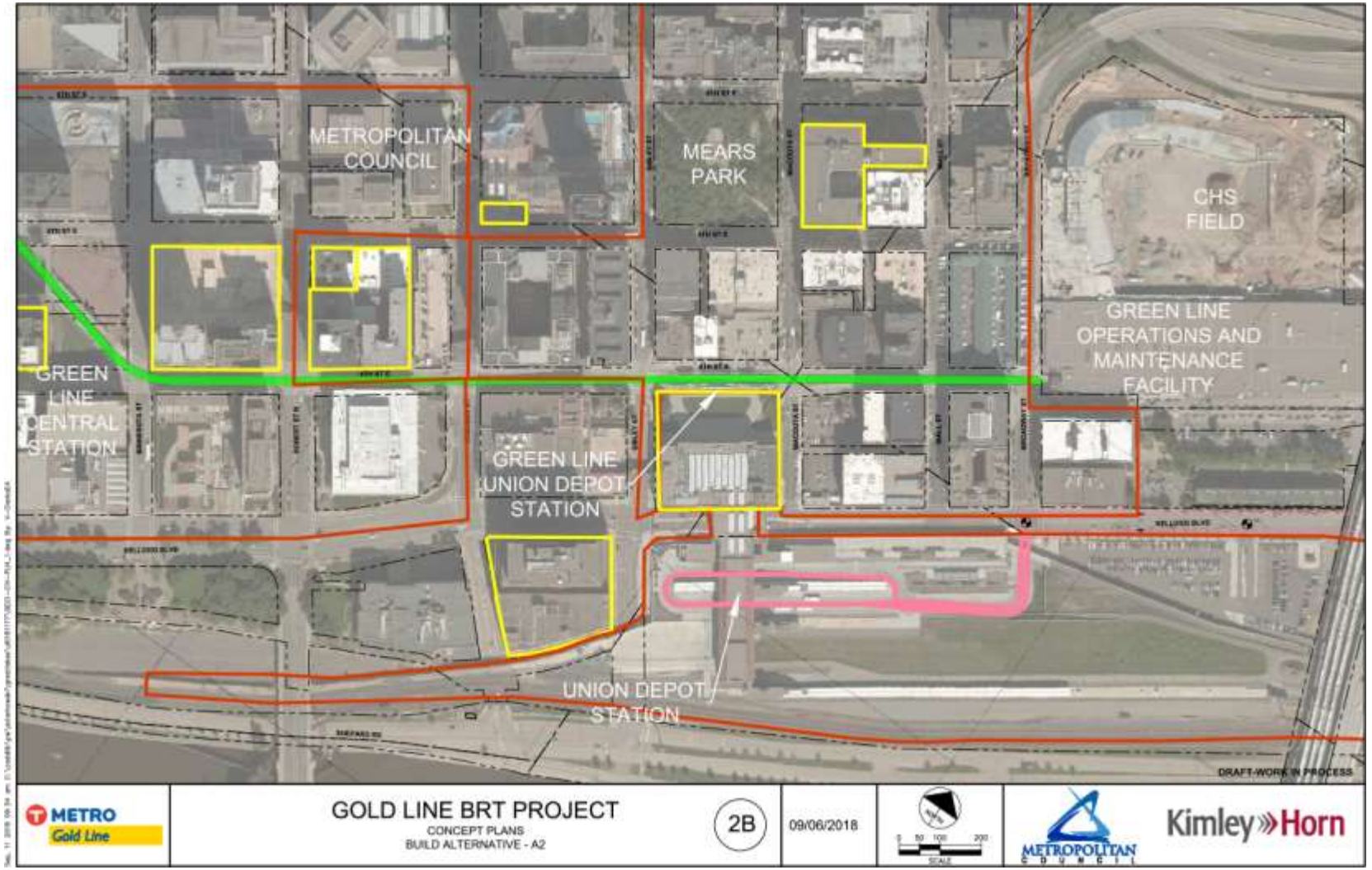
## FIGURE C.5-14: BUILD ALTERNATIVES ALIGNMENT MAP



## FIGURE C.5-15: CONCEPT PLANS




6TH ST / MINNESOTA ST STATION
6TH ST / ROBERT ST STATION
METROPOLITAN COUNCIL
MEARS PARK
5TH ST / CEDAR ST STATION
CHS FIELD
GREEN LINE CENTRAL STATION
6TH ST / ROBERT ST STATION
UNION DEPOT/ SIBLEY ST STATION
UNION DEPOT/ WACOUTA ST STATION
GREEN LINE OPERATIONS AND MAINTENANCE FACILITY
GREEN LINE UNION DEPOT STATION
UNION DEPOT
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
BUILD ALTERNATIVE - A1
2A
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


METROPOLITAN COUNCIL
MEARS PARK
CHS FIELD
GREEN LINE OPERATIONS AND MAINTENANCE FACILITY
GREEN LINE CENTRAL STATION
GREEN LINE UNION DEPOT STATION
UNION DEPOT STATION
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
BUILD ALTERNATIVE - A2
2B
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


KELLOGG BLVD
KELLOGG BLVD
DRAFT WORK IN PROCESS
METRO
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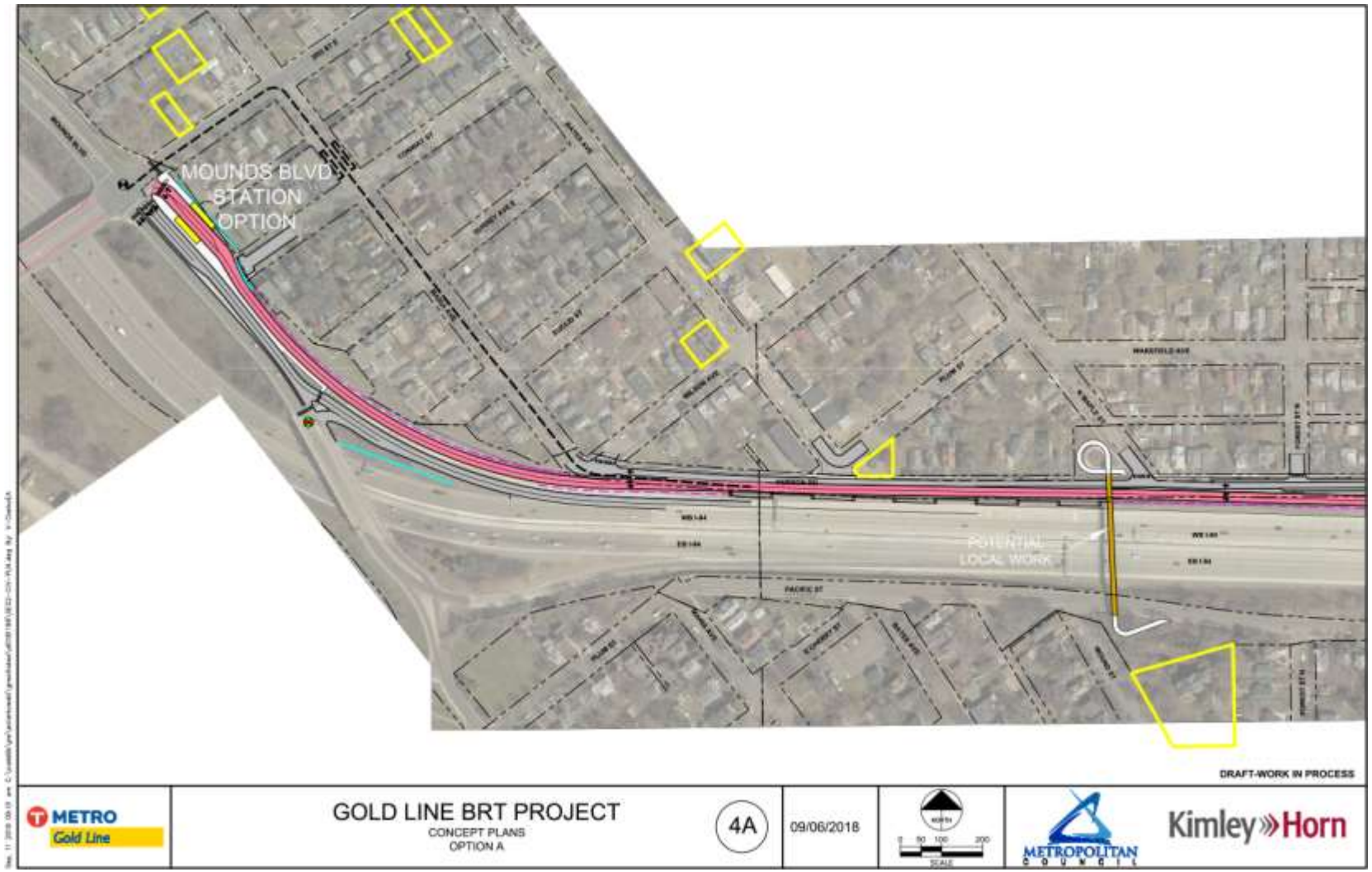
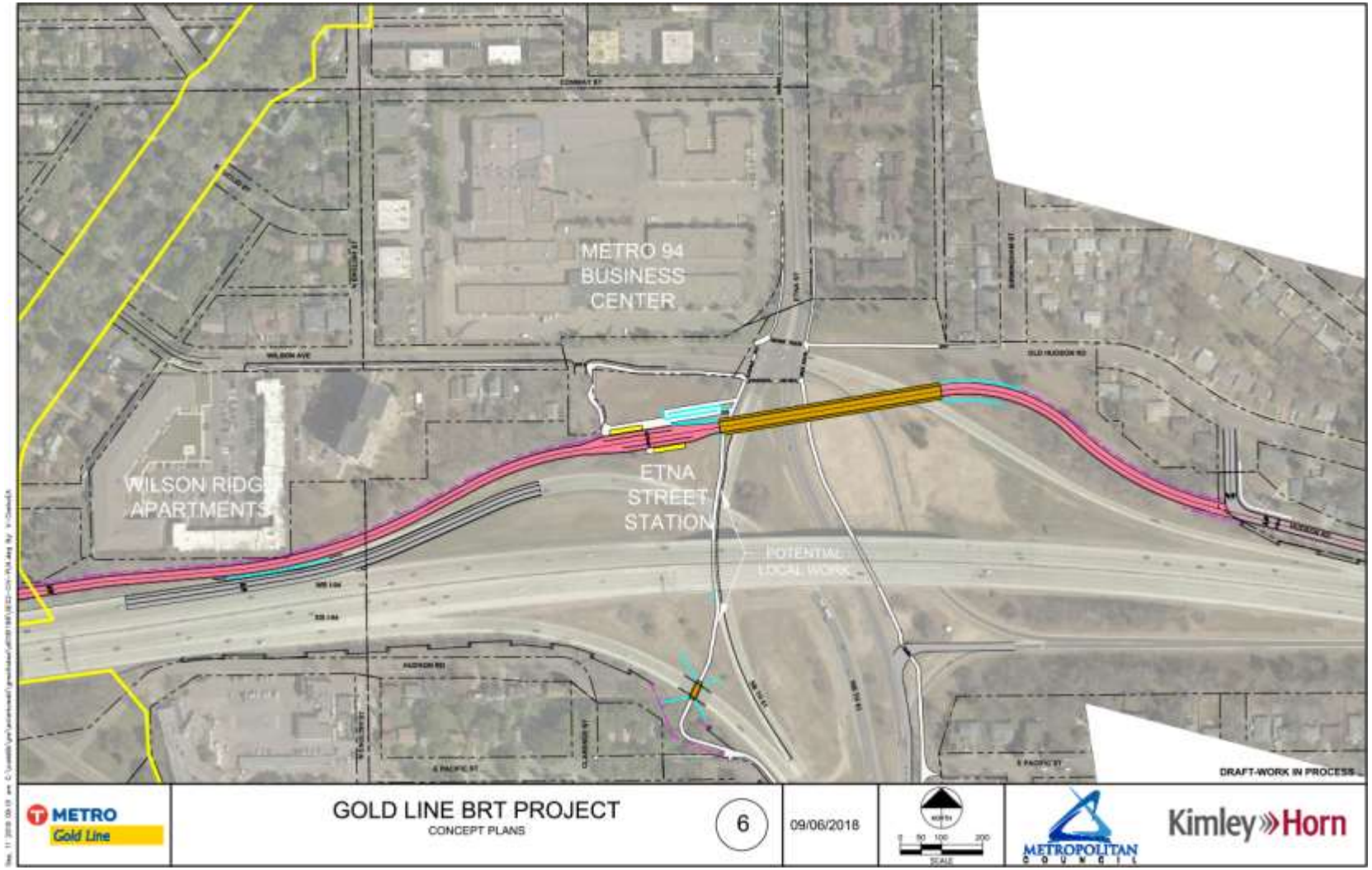
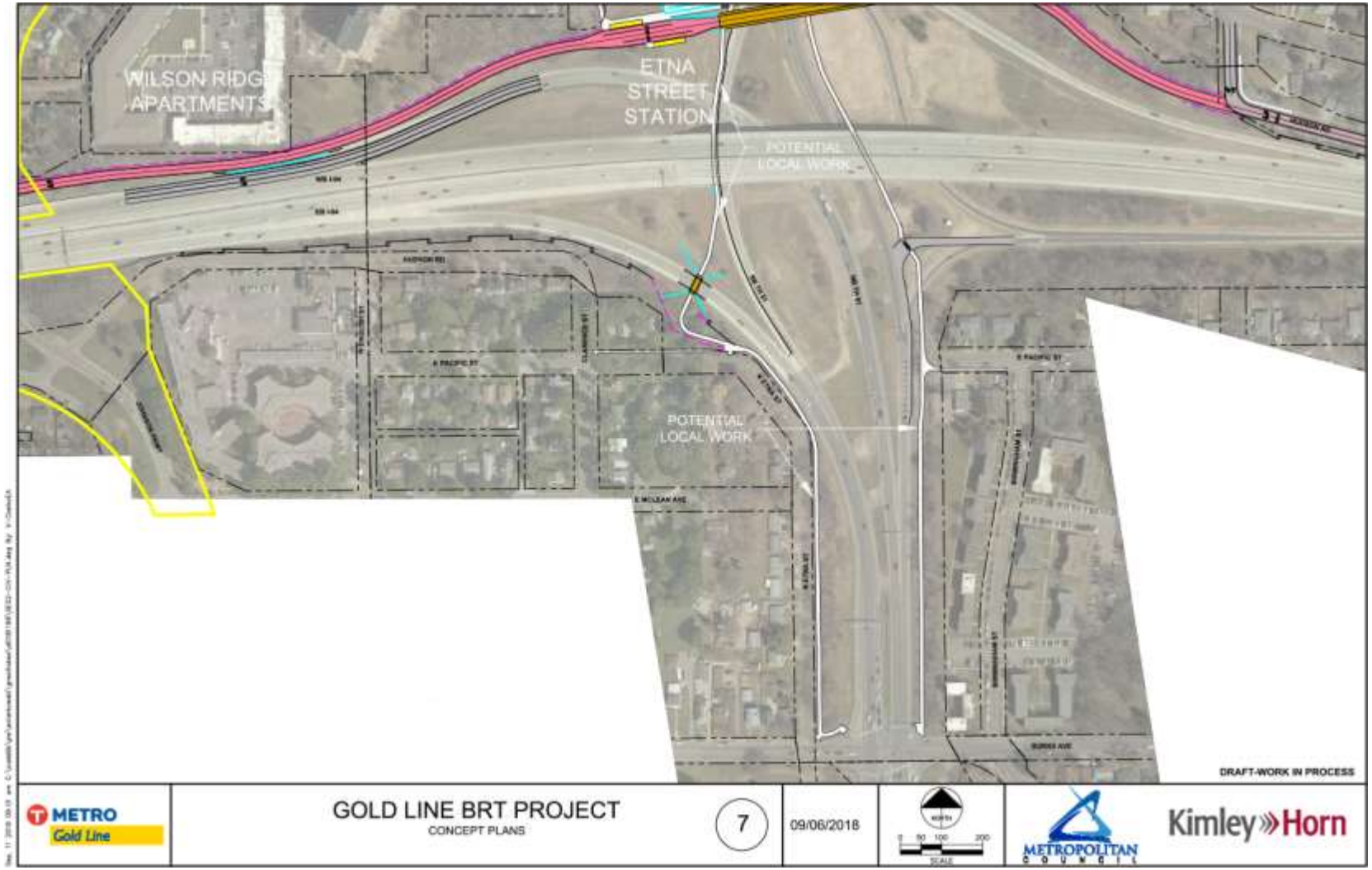
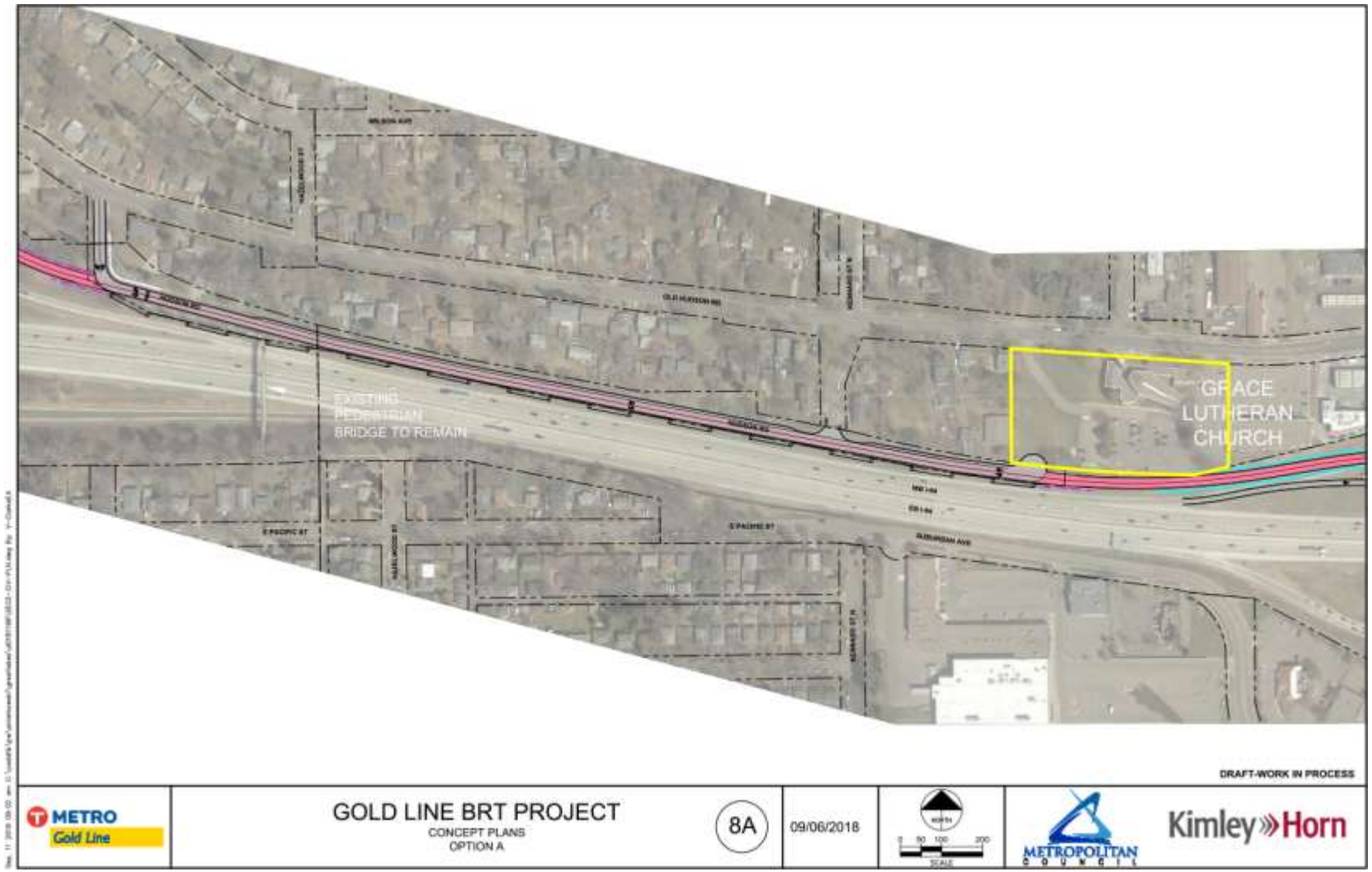
GOLD LINE BRT PROJECT
CONCEPT PLANS
3
09/06/2018
0 50 100 200
METROPOLITAN COUNCIL
Kimley»Horn

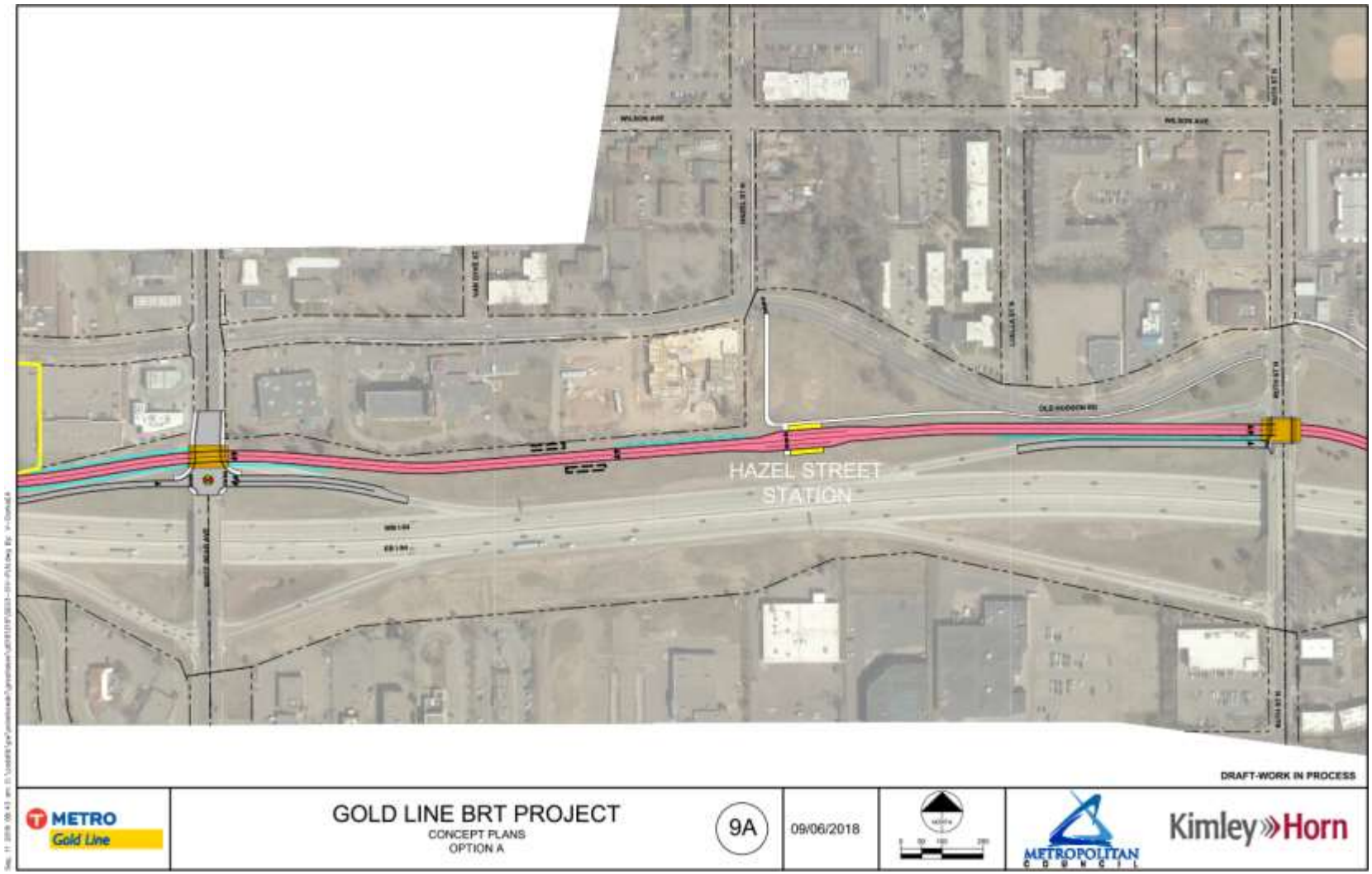

MOUNDS BLVD
STATION
OPTION
POTENTIAL
LOCAL WORK
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION A
4A
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


EARL STREET STATION
PARKWAY GARDENS SENIOR PLACE
POTENTIAL LOCAL WORK
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
5
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


METRO 94
BUSINESS
CENTER
WILSON RIDGE
APARTMENTS
ETNA
STREET
STATION
POTENTIAL
LOCAL WORK
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
6
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


WILSON RIDGE APARTMENTS
ETNA STREET STATION
POTENTIAL LOCAL WORK
POTENTIAL LOCAL WORK
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
7
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


EXISTING
PEDESTRIAN
BRIDGE TO REMAIN
GRACE
LUTHERAN
CHURCH
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION A
8A
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


HAZEL STREET
STATION
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METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION A
9A
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


VAN DYKE
STREET STATION
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION B
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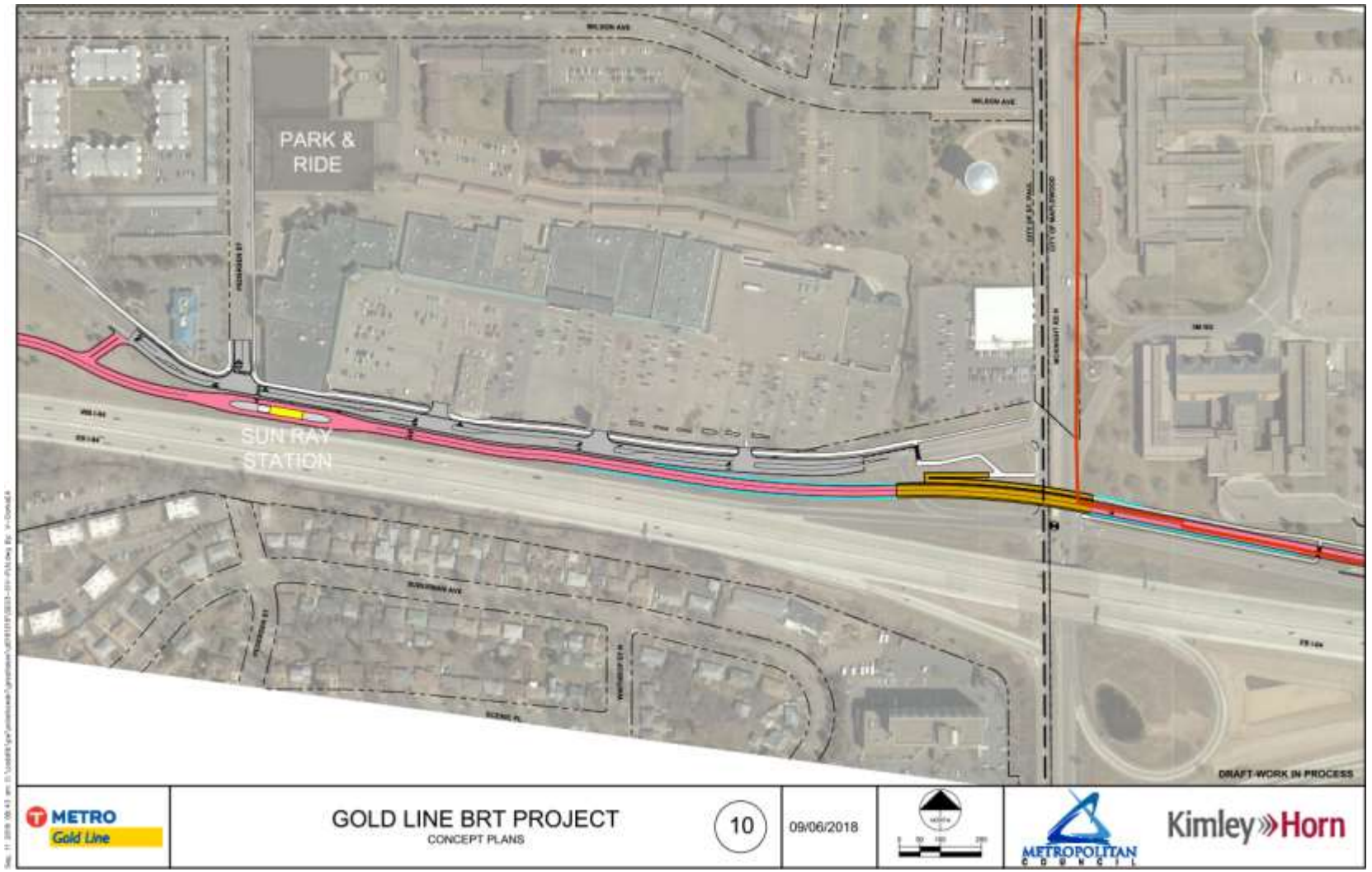
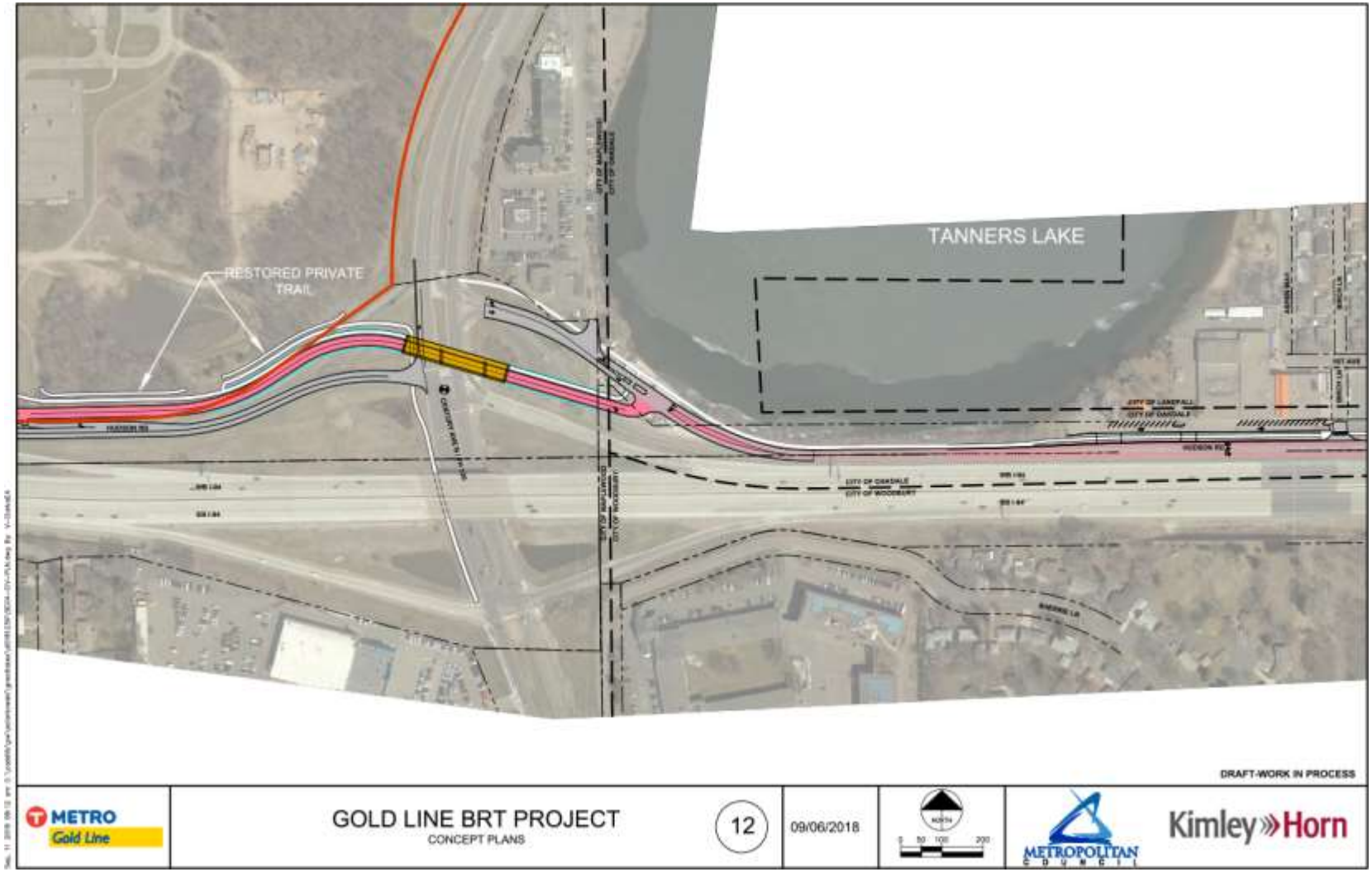
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


PARK &
RIDE
SUN RAY
STATION
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
10
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


DRIVEWAY ACCESS TO BE CLOSED
RESTORED PRIVATE TRAIL
MAPLEWOOD STATION
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
11
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


TANNERS LAKE
RESTORED PRIVATE TRAIL
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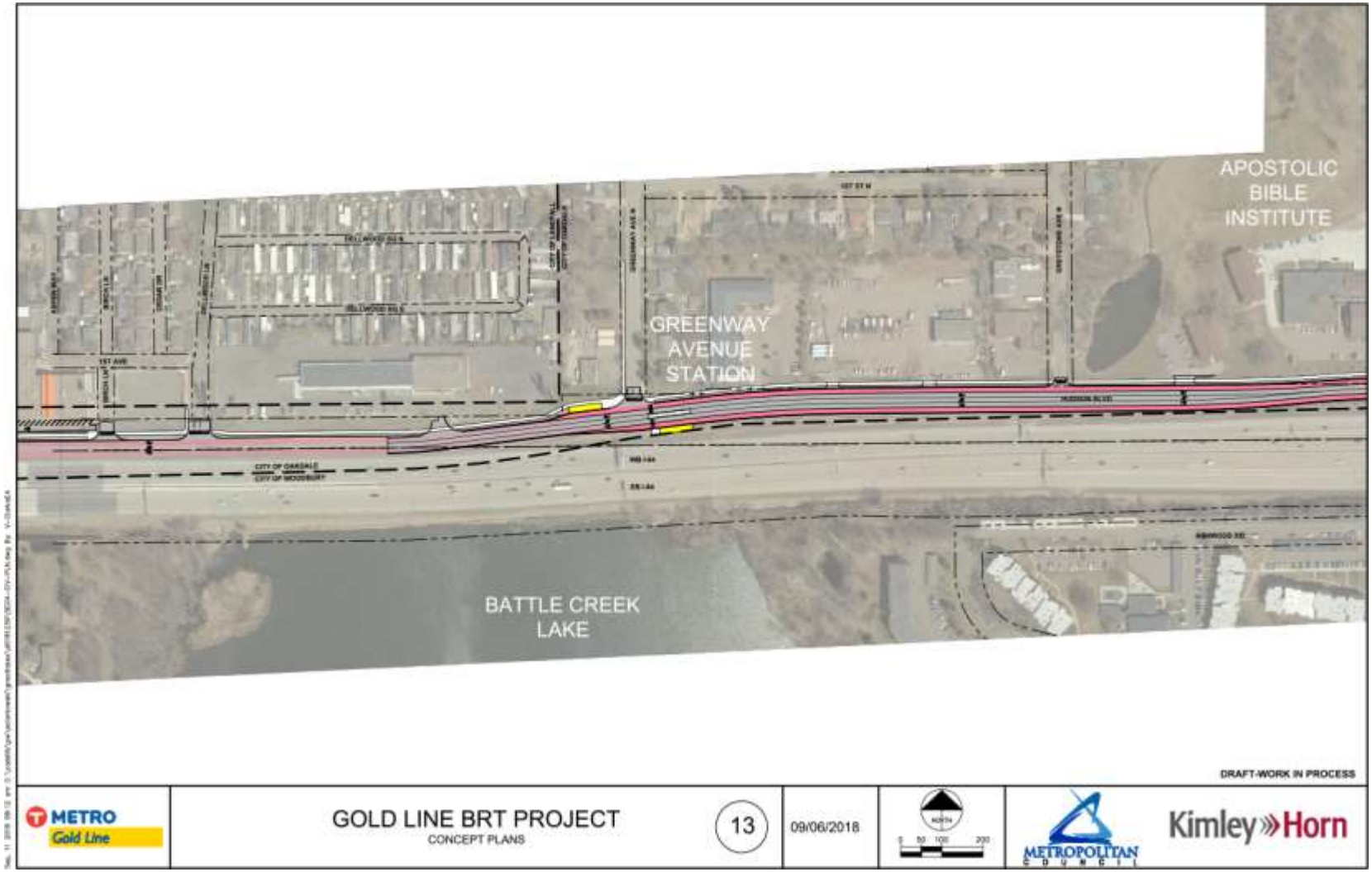
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
12
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


APOSTOLIC
BIBLE
INSTITUTE
GREENWAY
AVENUE
STATION
BATTLE CREEK
LAKE
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
13
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


APOSTOLIC
BIBLE
INSTITUTE
DRIVEWAY ACCESS
TO BE CLOSED
DRAFT/WORK IN PROCESS
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GOLD LINE BRT PROJECT
CONCEPT PLANS
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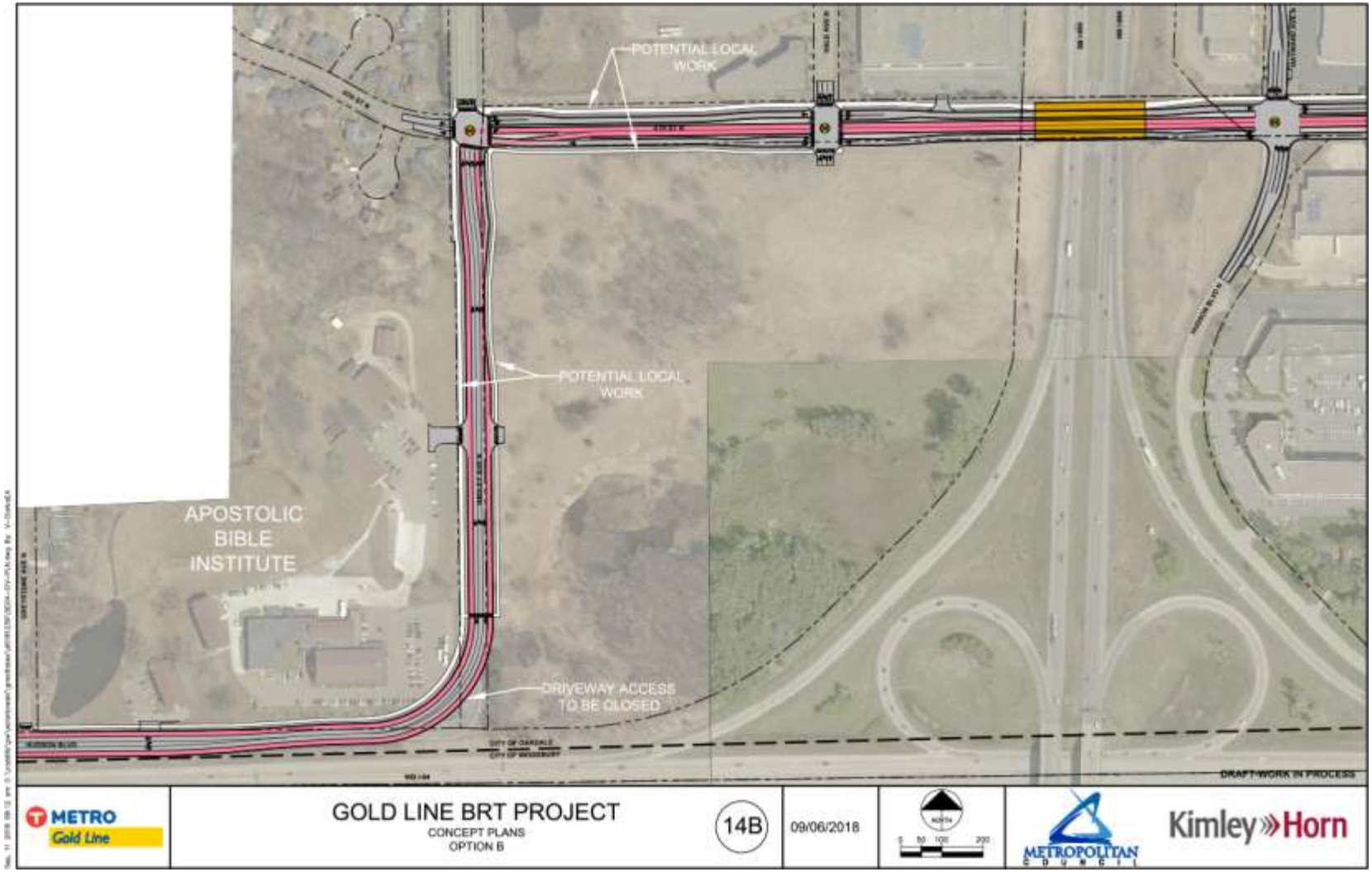
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


POTENTIAL LOCAL WORK
POTENTIAL LOCAL WORK
APOSTOLIC BIBLE INSTITUTE
DRIVEWAY ACCESS TO BE CLOSED
DRAFT/WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION B
14B
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


HELMO AVENUE STATION
PARK & RIDE
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION A
15A
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


HELMO AVENUE STATION
PARK & RIDE
DRAFT-WORK IN PROCESS
METRO Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
OPTION B
15B
09/06/2018
METROPOLITAN COUNCIL
Kimley»Horn


TAMARACK
ROAD
STATION
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
16
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


TAMARACK
HILLS
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
17
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn


WOODBURY
494
PARK & RIDE
STATION
EXISTING
WOODBURY THEATRE
PARK & RIDE
DRAFT-WORK IN PROCESS
METRO
Gold Line
GOLD LINE BRT PROJECT
CONCEPT PLANS
18
09/06/2018
METROPOLITAN
COUNCIL
Kimley»Horn

## FIGURE C.5-16: TYPICAL PLATFORM COMPONENTS

**Platform Shelter** *(A-Line shown)*

**Emergency Telephone**
*(A-Line shown)*

**Shelter Light & Heaters**
*(A-Line shown)*

**Security Camera**
*(A-Line shown)*

**Pylon** *(A-Line shown)*

**Light Fixture**
*(A-Line shown)*


**Variable Message Sign (VMS)**
*(METRO Green Line shown)*


**Ticket Vending Machine (TVM)**
*(METRO Blue Line shown)*

**Ticket Validator**
*(A-Line shown)*

**Bench** *(C-Line shown)*

**Bicycle Rack** *(A-Line shown)*

**Waste & Recycling Receptacle**
*(A-Line shown)*

DRAFT - WORK IN PROCESS

METRO Gold Line

**GBRT - Platform Programming**
**Typical platform components**

September 2018

Kimley»Horn SRF

## FIGURE C.5-17: HISTORIC PROPERTY EFFECTS SUMMARY SHEETS

DEPARTMENT OF TRANSPORTATION

### 3M Center

**Eligible (RA-MWC-0010)**

*2301 McKnight Road, Maplewood*

#### Significance

3M Center is eligible for the NRHP as a historic district under Criterion A in the areas of Commerce and Invention. The property served as the chief research facility and corporate headquarters of the internationally important 3M Company as it continued to grow and innovate in the postwar period. 3M Center is nationally significant for its contributions to the development of a wide range of consumer and industrial product areas, including adhesives, optical products, films, nonwoven materials, medical supplies, and a variety of advanced materials. The period of significance is 1954–1975, which corresponds with the construction of the first building on the campus and the completion of the third and most substantial building campaign on the campus.

#### Potential Effects

- Partial acquisition of property for project use
- Alterations to the edge of the district and its setting (direct physical and indirect visual effects), including changes to existing infrastructure (landscape and circulation network), and the introduction of new project elements (BRT guideway, station, bridges, trail, retaining walls, traffic signals, storm water, etc.)
- Changes to access and traffic
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## Grace Lutheran Church

**Eligible (RA-SPC-8465)**

*1730 Old Hudson Road, Saint Paul*

### Significance

Grace Lutheran Church is eligible for the NRHP under Criterion C in the area of Architecture within the historic context "Mid-Century Modern Ecclesiastical Architecture in Minnesota" as a distinctive example of a Mid-Century Modern church in Saint Paul. The period of significance is 1959–1961, which corresponds to the construction of the church.

### Potential Effects

- Partial acquisition of the property for project use
- Alterations to the property and its setting (direct physical and indirect visual effects), including the introduction of new project elements (BRT guideway, sidewalks, road and stormwater pond on the property, etc.), changes to property access/circulation pattern, changes to the property's size and shape, and landscape alterations
- Construction noise and vibration
- Noise from BRT operations

DEPARTMENT OF TRANSPORTATION

## Johnson Parkway

### Treating as Eligible (RA-SPC-5685, -8497)

*N/A Johnson Parkway, Saint Paul*

### Significance

Johnson Parkway is potentially eligible for the NRHP under Criterion A in the areas of Entertainment/Recreation and Community Planning and Development for its association with the creation of the northern portion of the Saint Paul Parkway System. It is also potentially eligible under Criterion C in the area of Architecture as an example of a City Beautiful movement designed landscape. The period of significance is ca. 1914–1945, which corresponds with when construction of the parkway began to when the road in its current alignment was completed and federally sponsored park and parkway programs ended.

### Potential Effects

- Acquisition of a small portion of the property for the project use
- Alterations to a short segment of the property and its setting (direct physical and indirect visual effects), including changes to existing infrastructure (changes to intersections along parkway, topography, and landscaping) the introduction of new project elements (BRT bridge over the parkway, new retaining and noise walls, storm water storage across the street, etc.)

DEPARTMENT OF TRANSPORTATION

## Giesen-Hauser House/Peter and Mary Giesen House

**NRHP, 1983 (RA-SPC-4693)**

*827 Mound Street, Saint Paul*

### Significance

The Queen Anne-style Giesen-Hauser House was constructed in 1891. The property is listed in the NRHP under Criterion A in the area of Commerce for its association with its original owners, Peter and Mary Giesen, who contributed greatly to the city through their respective work in bookbinding, theatrical costuming, and the promotion of cultural activities. It is also significant for its association with subsequent owner Eric V. Hauser's financial success in the railroad contracting business. The building is also listed under Criterion C in the area of Architecture as an excellent example of the Queen Anne style and as one of the few surviving works of its architect, Albert Zschocke, a talented Saint Paul architect who died early in his career at age 33.

### Potential Effects

- Visual effects from the introduction of new project infrastructure (pedestrian bridge, new noise wall across Interstate 94) to the property's setting
- Construction noise and vibration from the removal/construction of a pedestrian bridge on the adjacent parcel

DEPARTMENT OF TRANSPORTATION

## Texas Company Service Station

### Eligible (RA-SPC-2284)

*847 Hudson Road, Saint Paul*

### Significance

The Texas Company Service Station is eligible for the NRHP under Criterion A in the areas of Transportation and Commerce as a distinctive example of a 1929 service station on a busy national highway route. The property is also eligible under Criterion C at the state level in the area of Architecture as a distinctive commercial example of the Pueblo Revival style. It appears to be the only Pueblo Revival style service station in Minnesota and is an important example of the Texaco Company's development of this Southwestern architectural form. The design was both domestic, evoking a small adobe house of the American Southwest, and programmatic, representing an unusual, eye-catching building along a busy interstate route. The period of significance is 1929–1949, which corresponds with the construction of the service station through 1949, when divided U.S. Highway 12 was completed and access to the station from the highway was modified.

### Potential Effects

- Alterations to the property and its setting (direct physical and indirect visual) from the realignment of sidewalks and loss of boulevard; alteration of Hudson Road access to the property and the closure of the intersection of Hudson Road and Bates Avenue, which will alter historic circulation patterns on the property as well as its access to and association with the historic highway; the removal of historic features on property (sign mounts, concrete boulevards; and visual effects of the new guideway, noise walls, and related landscaping
- Changes to traffic and parking
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## Bell-Weber House

### Eligibility Pending (RA-SPC-2481, -5204)

*661 East Third Street, Saint Paul*

### Significance

The Bell-Weber House is eligible for the NRHP under Criterion C in the area of Architecture as a distinctive example of an Italianate style house in Saint Paul and Dayton's Bluff, typical of the city's and the neighborhood's early middle class builders. The period of significance is ca. 1879–1891, which corresponds with the construction of the building and the completion of the rear addition.

### Potential Effects

- Station area redevelopment that includes potential redevelopment of this property
- Visual effects from Mounds Station and related project infrastructure (widened road at Mounds Boulevard, traffic signals, new retaining wall, station)
- Changes to traffic and parking
- Construction noise

DEPARTMENT OF TRANSPORTATION

## Frederick Reinecker House #1

**Treating as Eligible (RA-SPC-2491, -5208)**

*702 East Third Street, Saint Paul*

### Significance

Built in 1883, the Frederick Reinecker House #1 is potentially eligible for the NRHP under Criterion C in the area of Architecture as an example of the pattern-book influenced, Queen Anne style house that was typical of Dayton's Bluff's building boom of the 1880s.

## Frederick Reinecker House #2

**Treating as Eligible (RA-SPC-2490, -5207)**

*700 East Third Street, Saint Paul*

### Significance

Built in 1886, the Frederick Reinecker House #2 is potentially eligible for the NRHP under Criterion C in the area of Architecture as an example of the pattern-book influenced, Queen Anne style house that was typical of Dayton's Bluff's building boom of the 1880s.

## Peter Bott House and Garage

**Treating as Eligible (RA-SPC-2040)**

*326 Maria Avenue, Saint Paul*

### Significance

Built ca. 1879, the Peter Bott House is potentially eligible for the NRHP under Criterion C as a significant local example of a type of three-bay, hip, or gable-roofed Italianate style house built for middle-class residents in Dayton's Bluff during the neighborhood's early period of development.

DEPARTMENT OF TRANSPORTATION

## Tandy Row

### Eligible (RA-SPC-2619, -5232)

*668–674 East Fourth Street, Saint Paul*

### Significance

Tandy Row is eligible for the NRHP under Criterion C in the area of Architecture as an excellent example of a late 1880s Queen Anne style row house. It is also significant as a work by a master, architect John H. Coxhead. The row house is an example of his distinctive Queen Anne designs, applied here to his only apartment commission in Saint Paul. The period of significance is 1888, the year the building was constructed.

### Potential Effects

- Visual effects from potential redevelopment at station area
- Changes to traffic pattern and parking

DEPARTMENT OF TRANSPORTATION

## Phalen Creek Tunnel

### Eligible (RA-SPC-5230)

*Approximately 600 East Fourth Street, Saint Paul*

### Significance

The Phalen Creek Tunnel is eligible for the NRHP under Criterion C in the area of Engineering. The tunnel denotes one of the last points in Saint Paul where Phalen Creek is still visible. The creek served as an important landmark in the Saint Paul's early history until railroad development and other growth demanded it be moved to an underground tunnel. The tunnel is part of what was a large water system that form the low-lying land between the downtown and Dayton's Bluff. This land was significant as the site of the Lower Steamboat Landing and as the site where railroad tracks lead from the downtown to important destinations, like the Mississippi and cities throughout Minnesota.

### Potential Effects

- Visual effects on views from the tunnel portal of GBRT buses operating on the Kellogg Avenue Bridge

DEPARTMENT OF TRANSPORTATION

## Lowertown Historic District

**NRHP, 1983 (RA-SPC-4580)**

*Roughly bounded by Shepard Road, Kellogg Boulevard, and Broadway, Seventh, and Sibley Streets, Saint Paul*

### Significance

The Lowertown Historic District is listed in the NRHP under Criterion A in the areas of Commerce, Industry, and Transportation. It is the location of Saint Paul's original steamboat docking area, and the neighborhood was once home to the city's early influential citizens. It was the meeting point of numerous railroad lines, and it became the city's warehousing and wholesaling district beginning in the late 19th century.

The district is also listed under Criterion C in the area of Architecture as an outstanding collection of late 19th and early 20th century commercial buildings, many designed by nationally recognized architects in styles from Italianate to Beaux Arts. It is also significant for Landscape Architecture and Planning for the street pattern designs, grade changes, and Mears Parks, which has been maintained since its creation in the 1880s. The period of significance for the district is ca. 1880s to 1910.

## Finch, VanSlyck and McConville Dry Goods Company Building

**NRHP, 1982 (RA-SPC-5462)**

**Also contributing to Lowertown Historic District**

*366 Wacouta Street, Saint Paul*

### Significance

Designed in 1911 by architect James F. Denson and engineer C.A.P. Turner, the eight-story, brick faced warehouse has a framework of reinforced concrete. Two additional bays, designed by Clarence Johnston, Jr., were added to the north facade in 1923. The building was built to house the Finch, VanSlyck, and McConville Dry Goods Company, a firm that started as a small store in Saint Paul in 1853 and by the turn of the century was the largest dry goods wholesaler in the city. The property is listed in the NRHP under Criterion A in the area of Commerce for its association with the company and under Criterion C in the area of Engineering for Turner's cutting edge use of reinforced concrete, flat slabs, and mushroom-capped columns that both supported the weight of the dry goods and protected them from fire.

DEPARTMENT OF TRANSPORTATION

## Potential Effects

- Alterations to the district and its setting (direct physical and indirect visual effects), including the introduction of two new stations and related infrastructure (stations, signage, changes in curbing) and improvements within the district
- Changes to traffic patterns and parking
- Noise from station and BRT operations on noise sensitive properties within district
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## Saint Paul Union Depot

**NRHP, 1974, 2014 (RA-SPC-5225, -6907)**

**Portions also contributing to Lowertown Historic District**

*214 East Fourth Street, Saint Paul*

### Significance

The Saint Paul Union Depot is a Neo-Classical style depot building (headhouse, concourse, and waiting room) designed by Charles Sumner Frost. Constructed in several phases between 1917 and 1926, it also includes elevated rail yards, design by Frederick Mears. The Union Depot is listed in the NRHP under Criterion A in the area of Transportation as a representation of Saint Paul's role as Minnesota's railroad hub. It is also listed in the areas of Commerce and Industry as it reflects the city's quick growth as a commercial center and the important role the railroad played in its early expansion. The property is also listed under Criterion C in the area of Architecture for its employment of the Neo-Classical style as used for public buildings between the two World Wars, and in the area of Engineering, for the construction of the train deck and yards. The period of significance is 1917 to 1963.

### Potential Effects

- Alterations to the property and its setting (direct physical and indirect visual effects), including the introduction of new project infrastructure to the property (pylon sign, ticket vending machine, and fare-collection system) and two new stations into the property's setting
- Changes to traffic within the Union Depot bus loop and in the vicinity of property and to nearby parking
- Increased use of the property by transit riders

DEPARTMENT OF TRANSPORTATION

## U.S. Post Office and Custom House

**NRHP, 2014 (RA-SPC-4518)**

*180 East Kellogg Boulevard, Saint Paul*

### Significance

The seventeen-story, Art Deco-style U.S. Post Office and Custom House was built in 1934 following the design of Lambert Bassindale in collaboration with Holabird & Root. Five years later, a four-story addition designed by U.S. Treasury architect Louis A. Simon was added, followed by a six-story annex by Ellerbe and Company in 1961. The property is listed in the NRHP under Criterion A in the area of Government for serving as the center of Saint Paul's postal operations for most of the twentieth and the first decade of the twenty-first centuries. Its construction helped both consolidate and expand postal and federal operations in the city. It also functioned as the region's main postal distribution center until bulk mail operations were moved elsewhere in 2010. The period of significance is 1934 to 1964.

### Potential Effects

- Changes to traffic and parking
- Noise from BRT operations

DEPARTMENT OF TRANSPORTATION

## Merchants National Bank Building

**NRHP, 1974 (RA-SPC-1979)**

*366–368 Jackson Street, Saint Paul*

### Significance

Constructed in 1892 and designed by architect Edward P. Bassford, the four-story steel-frame, stone building originally housed the Merchants National Bank, a firm that had doubled its capital to $1 million dollars ($24.7M in 2018) by its first eight years of operation. The upper floors of the building held the offices of prominent law firms and future politicians. The property listed in the NRHP under Criterion A in the areas of Commerce and Politics/Government for serving as an important financial, legal, and political center during a period of profound growth in Saint Paul. It is also listed under Criterion C in the area of Architecture for demonstrating a well-executed Romanesque Revival design as shown in its different stone types, intricate carvings, and various stonework finishes.

### Potential Effects

- Visual effects from the introduction of new project infrastructure and BRT route (station, signage, changes in curbing) into the property's setting
- Changes to traffic and parking
- Noise from BRT operations

DEPARTMENT OF TRANSPORTATION

## Pioneer Press and Endicott Buildings

**NRHP, 1974 (RA-SPC-5223, -3167, -3169, -6903)**

*332 North Robert Street North and 142 East Fifth Street, Saint Paul*

### Significance

The Pioneer Building was built as a twelve-story, steel skeleton commercial building in 1889 and designed by Chicago architect Solon Spencer Beman. The lower floors of the Romanesque building are faced in rusticated granite stone and the upper floors in red pressed brick. Four stories were added in 1910. The six-story Endicott Building, located just to the east and built in 1890, was designed by nationally famous Saint Paul architect Cass Gilbert in the Renaissance Revival style. It has a steel structure, red sandstone at the first story, and brick on the upper floors. Both properties are jointly listed in the NRHP under Criterion A in the area of Commerce for their role as important works symbolic of Saint Paul's late-19th century commercial boom. They are also listed under Criterion C in the area of Architecture as examples of the period's changing commercial design and for their respective architectural styles. The Pioneer Building is listed for its significance under Criterion A in the area of Communications for housing the Twin Cities' first commercial radio station in 1927.

### Potential Effects

- Visual effects from the introduction of new project infrastructure and BRT route (station, signage, changes in curbing) into the properties' setting
- Changes to traffic and parking
- Construction noise

DEPARTMENT OF TRANSPORTATION

## Manhattan Building

**NRHP, 1988 (RA-SPC-3170)**

*360 North Robert Street, Saint Paul*

### Significance

The seven-story Manhattan building was designed by prominent Saint Paul architect Clarence H. Johnston, Sr. The building's structure consists of steel beams filled with cinder concrete, the strength of the structure is also evident at the base of the exterior walls, which measure 5'-4" and sit on footings that add an additional 5' in width. Although the first floor was covered with modern materials in the 1950s, the classically inspired design of the upper floors and projecting cornice remain intact. The building is significant under Criterion A in the area of Commerce for its role an example of the commercial buildings constructed in Saint Paul during its late 1880s–early 1890s building boom, when the city was an important Midwestern financial center. It is also significant under Criterion B for a building closely associated with Clarence H. Johnston, Sr., whose office was here during his entire tenure as State Architect. It is also significant under Criterion C for Architecture for its use of the Renaissance Revival style in a bank building of that period. The period of significance begins with the building's construction in 1890 and ends with Johnston's death in 1936.

### Potential Effects

- Visual effects from the introduction of new station and related project infrastructure (station, signage, lighting, ticketing, changes in curbing) into the property's immediate setting
- Possible direct effects to the buildings vaults to construct the new station
- Possible changes to building access and circulation patterns
- Changes to traffic and parking
- Noise from station and BRT operations
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## Saint Paul Urban Renewal Historic District

### Eligible (RA-SPC-8364)

*Roughly bounded by Kellogg Boulevard and Wabasha, Sixth, and Jackson Streets, Saint Paul*

### Significance

The Urban Renewal Historic District is eligible for the NRHP under Criterion A in the areas of Community Planning and Development and Social History. The district is comprised of a dense commercial area of Modern-era mid- to high-rise buildings constructed between 1955 and 1974 as part of a national response to the United States Housing Act of 1949 which formalized urban renewal as a public policy. Designed by nationally renowned industrial designer Raymond Loewy, the plan for downtown Saint Paul included cosmetic improvements, riverfront apartments, a convention hotel, and pedestrian "crossovers" at the second story. Earlier buildings located in the district also contributed to it for their role in the downtown development story.

## Mutual Life Insurance Company Building

### NRHP, 2017 (RA-SPC-8097)

### Also contributing to Urban Renewal Historic District

*345 Cedar Street, Saint Paul*

### Significance

The Minnesota Mutual Life Insurance Company Building was completed in 1955, following a design by the firm Ellerbe and Company. The property is listed under Criterion A for Commerce for its association with the Minnesota Mutual Life Insurance Company, which was once the largest agency in the city and among the nation's top 25. The building is also listed under Criterion C in the area of Architecture as an example of an early International Style office Building in Saint Paul. The period of significance is 1955–1966.

DEPARTMENT OF TRANSPORTATION

## Osborne Building

**Eligible (RA-SPC-5446, -8096)**

**Also contributing to Urban Renewal Historic District**

*370 North Wabasha Street, Saint Paul*

### Significance

The Osborne Building was designed by the Saint Paul firm Bergstedt Wahlberg and Wold Architects to serve as the headquarters for Economics Laboratory, Inc. (now Ecolab). The property is eligible for the NRHP under Criterion C for Architecture as an example of an International Style skyscraper, as embodied in its use of stainless steel exterior ribs that highlight its vertical cube shape. The building served as the centerpiece for Capital Centre, Saint Paul's urban renewal program. The period of significance is 1968, the year the building was constructed.

## Degree of Honor Protective Association Building

**Eligible (RA-SPC-8099)**

**Also contributing to Urban Renewal Historic District**

*325 Cedar Street, Saint Paul*

### Significance

Designed by the Saint Paul firm Bergstedt, Hirsch, Walberg, and Wold in the Modern Style, the Degree of Honor Protective Association Building is eligible for the NRHP under Criterion A in the area of Social History for serving as the national headquarters of the women's fraternal benefit society, the name of which it bears. Its period of significance is from 1961 to 1966, which reflects the height of the association's influence in the insurance market.

### Potential Effects

- Alterations to the district and its setting (direct physical and indirect visual effects) from the introduction of four new stations (stations, lighting, signage, curb changes) within (1 station) or adjacent to (3 stations) the district and related infrastructure (potential sidewalk and roadway improvements)
- Changes to traffic and parking
- Noise from station and BRT operations on noise sensitive properties within district
- Construction noise and vibration

DEPARTMENT OF TRANSPORTATION

## First Farmers and Merchants Bank/First National Bank Building

**Eligible (RA-SPC-3168, -4645)**

**Also contributing to Urban Renewal Historic District**

*332 Minnesota Street and 339 North Robert Street, Saint Paul*

### Significance

The property is comprised of three sections—the East Tower, built in 1914 for the Merchants National Bank and designed in the Classical Revival Style by Chicago architect Jarvis Hunt; the West Tower, constructed in 1931 in response to Merchants' consolidation with First National Bank and designed by Chicago architects Graham, Anderson, Probst and White in the Modern Classicism (Art Deco) style; and the 1971 North Tower, designed by Haarstick, Lundgreen and Associates, held a seven-story parking garage. The property is eligible for the NRHP at the state level under Criterion A in the area of Commerce within the contexts "Urban Centers, 1870–1940" and "Downtown Saint Paul." The property is significant for serving as the headquarters of the city's oldest, largest, and leading bank for much of the nineteenth and twentieth centuries. Symbolizing the bank's prominence, the building was the city's tallest for several decades until the construction of Wells Fargo Place in the late twentieth century and remains an iconic part of the city skyline.

### Potential Effects

- Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting
- Changes to traffic and parking

DEPARTMENT OF TRANSPORTATION

## Saint Paul Athletic Club

**Eligible (RA-SPC-0550)**

**Also contributing to Urban Renewal Historic District**

*340 Cedar Street, Saint Paul*

### Significance

The Saint Paul Athletic Club was designed by Allen H. Stem, Beaver Wade Day, and Associates in the Renaissance Revival style and constructed in 1916–1918. The building is eligible for the NRHP under Criterion A in the area of Social History for being a meeting place and social outlet for Saint Paul's most influential citizens for over 60 years. It is also eligible under Criterion C in the area of Architecture as an excellent example of the Renaissance Revival style.

### Potential Effects

- Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting

DEPARTMENT OF TRANSPORTATION

## Germania Bank

**NRHP, 1977 (RA-SPC-5444)**

*6 West Fifth Street, Saint Paul*

### Significance

The eight-story Germania Bank is the product of Saint Paul architect J. Walter Stevens and designer Harvey Ellis. The last of Saint Paul's brownstone "skyscrapers" to be built and the only one to be left standing, the bank utilizes the rugged design elements of Richardsonian Romanesque style on its bottom floors while applying the Italian Renaissance style on the top story. The property is listed in the NRHP under Criterion C in the area of Architecture as an example of the work by Stevens and Ellis and the excellent stone craftsmanship by the Lauer Brothers Construction Company. The period of significance is 1889, which correspondence to the property's construction.

### Potential Effects

- Visual effects from the introduction of new project infrastructure (stations, signage, changes in curbing) into the property's setting
- Changes to traffic and parking
- Noise from BRT operations

DEPARTMENT OF TRANSPORTATION

## Rice Park Station Area

### Rice Park Historic District

**Eligible**

*Bounded approximately by West Sixth, St. Peter, and Washington Streets, and West Kellogg Boulevard, Saint Paul*

**Significance**

The Rice Park Historic District, which includes Rice Park and properties on adjacent blocks bounding the park, is eligible for the NRHP under Criterion A for its "significant role in the history of Saint Paul through contributions in areas of social, cultural, political, and economic development" within the period 1849 through 1936, although in 1979, the Keeper of the National Register determined that the period of significance continued through 1979.

### Saint Paul Hotel

**Eligible (RA-SPC-3493)**

**Also contributing to Rice Park Historic District**

*350 North Market Street, Saint Paul*

**Significance**

This property is eligible for the NRHP under Criterion A in the area of Commerce within the historic context "Downtown Saint Paul, 1849–1975" as a significant local landmark and contributor to the local economy within the period 1909–1966. It is also eligible under Criterion C in the in the area of Architecture as a distinctive example of the Renaissance Revival style and as the work of a master for its association with the architectural firm of Reed and Stem. The period of significance is 1909 to 1966.

DEPARTMENT OF TRANSPORTATION

## U.S. Post Office, Court House and Customs House

**NRHP, 1969 (RA-SPC-5266)**
**Contributing to Rice Park Historic District**
*109 West Fifth Street, Saint Paul*

### Significance

The U.S. Post Office, Court House, and Customs House (now known as Landmark Center) was designed by Willoughby J. Edbrooke in the Chateauesque style and constructed in 1894–1901 as part of the civic development of downtown Saint Paul. The property is clad in pink granite ashlar, capped with multiple red tile roofs, and has numerous turrets with copper-plated conical roofs. The building is listed in the NRHP under Criterion C in the area of Architecture as an excellent example of federal building architecture at the turn of the twentieth century.

## Saint Paul Public Library / James J. Hill Reference Library

**NRHP, 1975 (RA-SPC-5245)**
**Also contributing to Rice Park Historic District**
*80–90 West Fourth Street, Saint Paul*

### Significance

The Saint Paul Public Library/James J. Hill Reference Library was designed by New York City architect Electus D. Litchfield in the Northern Italian Renaissance style and constructed in 1917 out of Tennessee marble as part of the civic development of downtown Saint Paul. The building is listed in the NRHP under Criterion A in the area of Education as a center of learning endowed by James J. Hill, one of the city's wealthiest and most influential citizens. The building is also listed under Criterion C in the area of Architecture as an excellent example of Northern Italian Renaissance architecture popular in the U.S. during the second half of the nineteenth century. The property represents the cultural and economic growth of Saint Paul at the turn of the twentieth century.

DEPARTMENT OF TRANSPORTATION

## Potential Effects

- Alterations to the district (direct physical and indirect visual effects) from the introduction of a new station and related infrastructure and improvements (station, signage, changes in curbing and sidewalks) to the district
- Changes to traffic and parking
- Noise from station and BRT operations
- Construction noise and vibration
- Increased use of the park by transit riders

DEPARTMENT OF TRANSPORTATION

## Hamm Plaza Station Area

## Rice Park Historic District

### Eligible

*Bounded approximately by West Sixth, St. Peter, and Washington Streets, and West Kellogg Boulevard, Saint Paul*

### Significance

The Rice Park Historic District, which includes Rice Park and properties on adjacent blocks bounding the park, is eligible for the NRHP under Criterion A for its "significant role in the history of Saint Paul through contributions in areas of social, cultural, political, and economic development" within the period 1849 through 1936, although in 1979, the Keeper of the National Register determined that the period of significance continued through 1979.

## U.S. Post Office, Court House and Customs House

### NRHP, 1969 (RA-SPC-5266)

### Also contributing to Rice Park Historic District

*75 West Fifth Street, Saint Paul*

### Significance

The U.S. Post Office, Court House, and Customs House (now known as Landmark Center) was designed by Willoughby J. Edbrooke in the Chateauesque style and constructed in 1892–1902 as part of the civic development of downtown Saint Paul. The property is clad in pink granite ashlar, capped with multiple red tile roofs, and has numerous turrets with copper-plated conical roofs. The building is listed in the NRHP under Criterion C in the area of Architecture as an excellent example of federal building architecture at the turn of the twentieth century.

DEPARTMENT OF TRANSPORTATION

## Hamm Building

**NRHP, 1997 (RA-SPC-3495)**

*408 Saint Peter Street, Saint Paul*

### Significance

Although construction of the six-story, steel-framed Hamm Building began in 1915, it took five years to complete, due to World War I. Designed by Saint Paul architects Toltz, King, & Day, the building also contained a theater section designed by Rapp & Rapp of Chicago. The pressed terra cotta cladding, which incorporated Renaissance Revival and classical motifs, was the first to use a new type of glazing called "pulsichrome" that was created especially for the Hamm Building. The property is listed in the NRHP Criterion C in the area of Architecture for its use of the "skyscraper" method of construction, for the application of decorative terra cotta cladding on all of its major facades, and for its use of "pulischrome" glaze. The period of significance is 1915–1920, which covers the length of the building's construction.

## New Palace Theatre / St. Francis Hotel

**Eligible (RA-SPC-5360)**

*1–33 West Seventh Place, 435–437 North Wabasha Street, Saint Paul*

### Significance

The property is eligible for the NRHP under Criterion A in the Areas of Entertainment/Recreation and Commerce as one of the Saint Paul's long-standing entertainment venues, opening as a movie theater and vaudeville house, continuing as part of the theater circuit, and later transforming into a movie palace. It is also significant under Criterion C in the area of Architecture as outstanding example of a Beaux Arts style commercial building, as an important work by local architectural firm, Buechner and Orth, and as an early mixed-use building that combined a hotel, theater, and retail space. The period of significance extends from the building's construction in 1916 to 1977, when it closed as a first-run movie theater.

### Potential Effects

- Visual effects from the introduction of project infrastructure (station, plaza expansion, roadway improvements, new sidewalk, signage) into the setting of nearby historic properties
- Changes to traffic and parking
- Noise from station and BRT operations
- Construction noise and vibration

# C.5.4. Section 106 McKnight Road Design Meeting No. 1 – Jan. 7, 2019

## FIGURE C.5-18: MCKNIGHT ROAD DESIGN MEETING NO. 1 MEETING NOTES

DEPARTMENT OF TRANSPORTATION

METRO Gold Line

### Gold Line BRT Section 106: McKnight Road Design Meeting

**Date:** 01/07/2019 **Time:** 1:30 – 3:15 p.m. **Duration:** 1 hour 45 minutes

**Location:** MnDOT Central Office
395 John Ireland Blvd, Room G14
Saint Paul, MN 55155

**Meeting called by:** Greg Mathis

**Attendees:** MnSHPO: Sarah Beimers
Maplewood/HPC: Ginny Gaynor
MnDOT: Greg Mathis, Stephanie Atwood
GPO: Chelsa Johnson, Andrea Arnoldi, Michael Jischke

### Meeting Notes

**1. Welcome and Introductions**

Greg Mathis (MnDOT) welcomed the attendees and, led introductions, provided a quick overview of the meeting purpose: the 3M Center is NRHP eligible under Criterion A. Current project plans call for a partial acquisition along the south boundary for the BRT alignment, which will also alter the setting.

**2. 3M Center (Historic District) Area Overview**

Andrea Arnoldi (GPO) explained that the 15% Plans are what will be provided in the Environmental Assessment (EA). She explained what the plans currently show for the area at, and adjacent to, McKnight Road, including the closure of an access point just east of McKnight and the creation of a shared-use trail on the north side of the BRT guideway. They also include an at-grade connection south of the guideway, so the plans show the widest footprint for the McKnight crossing. Potential stormwater areas were also indicated. Andrea also noted that 3M doing underground stormwater in the area. 3M is also planning to narrow 19th Street in 2019 or 2020, so the 15% plans show changes based on the current condition. She notes the plans also include a grade separated BRT guideway and trail at Century Avenue, noting the separate public and 3M trail in this area are new. SHPO and Maplewood had no questions at this point.

Greg showed plans for stormwater areas in the vicinity of the historic district. Sarah Beimers (MnSHPO) asked if the project would have to purchase land for the new alignment. Andrea confirmed that yes, land purchases would be needed. Ginny Gaynor (Maplewood/HPC) asked if the existing frontage road into the campus will be moved further north on McKnight. Greg said that he will look into that.

Gold Line BRT Section 106 McKnight Road Design Meeting 1

Ginny asked if 3M was supportive of the project, due to the company's concerns about security on their property. Andrea replied that the company has been very supportive so far about the project and the proposed station. She went on to say that all public improvements would become part of the right-of-way.

### a. Historic significance

Greg summarized the significance if the historic district. The then presented the supplemental documentation on the southern edge of the historic district (3M Memo) and described the history of Hudson Road's realignment from the construction of the 3M Center to present day. Sarah asked if the basic alignment as seen today had been established by the early 1970s. Greg confirmed that it did and referred her to Figure 10 in the memo.

Greg continued that the aerials showed some informal landscaping design at the southwest corner of the site, including a curvilinear feature that has since been removed. Andrea said she thought it was a planning bed. Michael Jischke (GPO) indicated that the "lollypop" parking lot in front of Building 201 was built with a retaining wall that is still extant. Greg noted that the company was trying to make a statement with the wide setbacks that define the campus as a separate place. Changes to it will definitely mean effects. Thus, it will be necessary to consider designing in such a way to avoid or minimize potential adverse effects.

## 3. McKnight Road Crossing

Andrea presented the proposed alternatives for the guideway crossing at McKnight:

- Alternative 2.1 – Switchback, No Grade Connection: a grade separated pedestrian trail on the north side of the guideway over McKnight Road.
- Alternative 3 – Parallel Path: a grade separated pedestrian trail on the north side of the guideway over McKnight Road and an at-grade connection on the south side of the guideway.
- Alternative 4.2 – North Side Grade Connection: an at-grade connection on the north side of the guideway.

Andrea went on to list some of the details of the various options:

- In Alternative 2.1 the trail is 14.3 feet from the existing retaining wall
- Alternative 3 is the only option that provides a shared-use trail on both sides of the guideway. The trail is 3 feet from the existing retaining wall. This is what will be in the EA. It can have a retaining wall or be grade out near McKnight Road.
- Alternative 4.2 requires a new retaining wall along the north side of the pedestrian trail. The trail is around 13 feet from the existing wall (new wall is closer).
- Alternative 2.1 has a wall at the north side to minimize the impacts at the south corner.
- Alternative 4.2 needs the ped connection down at grade, so it can be graded out if the north retaining wall of the bridge is not considered appropriate. Some length of wall is still needed due to the pinch point with the "lollypop" parking lot.

Greg noted that the Project looked at not doing a trail to the Maplewood Station because of the space restrictions, but the lack of public access would make it seem like a 3M-only station, so a trail is needed to

allow public access. Ginny noted that the sidewalk also helps with walkability. Andrea added that 3M is concerned about access and security, so having a clearly defined public walk would help direct people where to go.

Greg stated that the Project has not looked at shifting Hudson Road south to provide more room for the BRT alignment since MnDOT has concerns about maintaining the ROW for possible future I-94 expansion.

### a. Discussion

Sarah asked how which of the three options will be selected. Greg responded that the effects to historic properties will be considered. Ginny said that Steve Love (Maplewood) would want to look at this part of the Project from a transportation perspective. Andrea responded that the grade separation would address the issues of concern.

Ginny stated that the option showing the alignment coming within 3 feet from the parking lot retaining wall is too tight for historic purposes. Sarah asked if there was any way it could be minimized, as the new alignment would be like a highway going through the property. Also, she added that it would negatively affect the viewshed. Michael asked if there was a vantage point which was most important from a historical standpoint. Sarah responded that it was primarily the viewshed of people driving on the interstate. Greg clarified that the campus does not have a distinct style in landscape design but it does reflect corporate design trends from that time period.

Sarah asked if it was possible to move the alignment south. Andrea responded that the frontage road will move north, which creates the pinch point. Greg asked if SHPO and Maplewood felt that the farther the alignment was from features of the 3M property was the preference. Sarah and Ginny both agreed that this statement was accurate. Michael said that the visual impact of the bridge over McKnight could be minimized by sloping the ground up to it.

Ginny asked about the height of the proposed retaining wall at the pinch point by the existing retaining wall. Andrea said 7 to 10 feet tall if it has its full length. Greg added that due to the height, there would also need to be a railing on top of it, which is not depicted in the renderings. Andrea explained that the railings are mandatory for fall protection and could be tiered.

Sarah asked what CRU thought. Greg explained that all of the options have their own merits, the effects are slightly different. The at-grade options allows the site to be regraded and that may allow for a better transition, but would go farther into the campus. The grade separation alternative adds some space at the pinch point, with no need for a wall and fencing, but we would need to determine how to design the transition between the landscape and bridge. In the at-grade option, the trail would the transition point between the campus and new infrastructure.

## 4. Review and Next Steps

Greg recapped that the main comment Sarah and Ginny provided during the meeting is that having both at-grade and grade separated shared-use trails is not ideal due to how far alignment infringes upon the campus, so one or the other is better to lessen effects. Sarah and Ginny confirmed this was correct.

Greg then asked what are the priorities and most important things for the design.

- Sarah said to look at moving the east abutment further east (lengthen the span) to gain more space under the McKnight Road Bridge. Michael acknowledged the recommendation, but noted that the Project is just getting into bridge studies so it is something they can consider.
- Chelsa said that the pedestrian grade separation would probably be preferred. With the at-grade, focus would have to be placed on minimizing the walls.
- Ginny said that the priority for her is maintain the look of a mowed lawn, with clusters of trees, and keeping as much open space as possible between the project and campus.

Sarah asked if the pedestrian trail could have its own bridge. Andrea responded that an independent structure would have to go further north due to clearances for maintenance.

Michael asked about precedents on the BRT route that were like the 3M Campus to use for comparison on how to design the landscaping. Sarah said she was not sure if there were any. Ginny noted that 3M has changed some of its landscaping within the past 5 years.

Andrea confirmed that the consulting parties had decided that: 1) the Project work on ways to open up the view of the campus, 2) squeeze the infrastructure down (narrow) as much as possible; and 3) that there is preference for Alternative 4.2, but Alternative 3 is also still under consideration, and that Alternative 2.1 would likely be rejected due to the close pinch point. Sarah and Ginny confirmed that his was correct.

Sarah said that more views and modeling would help in making decisions about the alignment in this area. Andrea responded that those items aren't currently available and asked for input. Michael said that contours could be provided. Sarah and Ginny agreed this would help. Sarah said a third section view between A and B would help to understand the differences between the options. She also asked that the I-94 elevation be added to the section views. She also noted that renderings have been helpful for other projects.

Ginny asked if there will be consideration of the project alignment farther east on the campus. Greg confirmed that there will be, but currently focus is on the McKnight crossing area due to the amount of infrastructure. The proposed changes further will be covered at a future meeting.

Sarah requested a copy of the Mead & Hunt memo of the 3M campus so she could review the images and dates of the alignment changes. Greg said he would send her a copy.

## 5. Review and Next Steps

Greg said that more technical design assistance meetings related to the 3M Campus are planned. The next is January 29. The invite has been sent out as a placeholder and the meetings will be confirmed as needed.

| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
|---|---|---|

| | | |
|---|---|---|
| 1. Provide MnSHPO and Maplewood HPC with contour maps and new sections (A, B, and an intermediate section) that include I-94 elevation in section drawings. | | |
| a. Prepare maps/drawings | GPO | 1/25/2019 |
| b. Send to MnSHPO and Maplewood HPC | MnDOT CRU | 1/28/2019 |
| 2. Provide MnSHPO with a copy of the 3M supplemental memo | MnDOT CRU | Sent: 1/9/2019 |

**Meeting Materials**

- 3M, METRO Gold Line BRT Section 106 Consultation Meeting No. 2 PowerPoint Slide of 3M Campus, September 11, 2018
- "3M Center Landscape and Roadway Features," Technical Memorandum, June 13, 2018
- Historic Boundary Map, 3M Center, Maplewood Ramsey County
- Gold Line BRT
  - 15% Concept Plans, Sheets 16, 17, 18 of 83, Gold Line BRT Project, December 20, 2018
  - Architecture History APE, Page 5 of 9, 11/1/2018
  - 3M Tree Identification, Segment 3, 8/21, 2018
  - McKnight Road Ped Connection, Alternative 2.1, 9/12/2018
  - McKnight Road Ped Connection, Alternative 3, 9/12/2018
  - McKnight Road Ped Connection, Alternative 4.2, 9/12, 2018
  - McKnight Road Ped Connection, Alternative 2.1, Sections A and B, 9/5/2018
  - McKnight Road Ped Connection, Alternative 3, Sections A and B, 9/5/2018
  - McKnight Road Ped Connection, Alternative 4.2, Sections A and B, 9/5/2018

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# C.5.5. Project Section 106 Consultation Meeting No. 4 – Jan. 15, 2019

## FIGURE C.5-19: CONSULTATION MEETING NO. 4 MEETING NOTES

DEPARTMENT OF TRANSPORTATION

METRO Gold Line

### Gold Line BRT Section 106 Consultation Meeting #4

**Date:** 01/15/2019 **Time:** 1:30 – 3:30 p.m. **Duration:** 2 hours

**Location:** Gold Line Project Office
121 7th Pl. E., Suite 102 – Large Conference Room
Saint Paul, MN 55101

**Meeting called by:** Greg Mathis

**Attendees:** MnSHPO: Sarah Beimers
USACE (Corps): Brian Yagle
Ramsey County: Heather McDougal
St. Paul/HPC: Christine Boulware
MnDOT: Greg Mathis, Stephanie Atwood, Barbara Howard
Woodbury: Janelle Schmitz
Maplewood/HPC: Ginny Gaynor
GPO: Lyssa Leitner (also Washington County), Chelsa Johnson, Andrea Arnoldi

### Meeting Notes

**1. Welcome and Introductions**

Greg Mathis (MnDOT) welcomed the attendees and, after introductions, gave a brief overview of the Project's previous consultation meetings. He explained that FTA has determined a PA is needed to complete the Section 106 process. The purpose of today's meeting is explain how a PA works, what would be included in the Project PA, and that FTA is seeking input from consulting parties on the draft PA.

**2. Section 106 Programmatic Agreement (PA)**

Lyssa Leitner (GPO) said that she was taking notes for FTA (not present due to the government shutdown) to keep them involved as they had been involved earlier in the PA development process. Greg thanked Brian Yagle (Corps) for providing a federal presence in FTA's absence.

a. **What is a PA?**
   i. Greg provided a brief overview of where the Project is in the 106 process and why a PA would be used on a project.
      - Chelsa Johnson (GPO) noted that a PA is being used for Gold Line BRT due to a current lack of information about parts of the planned alignment.

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- Greg briefly described the sections of a PA (Title, Preamble, Stipulations), the types of Stipulations and their purposes, and the roles of different consulting parties under a PA.

**b. Review Draft Gold Line PA**

i. Greg began the discussion by reviewing the highlights of each stipulation in the Draft PA. Barbara Howard (MnDOT) reminded the Parties that this PA is in draft form and that the Project is seeking feedback and input.

- Sarah Beimers (SHPO) asked if comments were due by the end of the day, January 18, 2019, per Greg's email. Greg thought this was correct, but needed to check, and encouraged Sarah to check the email to confirm the date.
  - Barbara clarified that this point, we are just looking for input on big picture items. Comments on details can be addressed in the next consultation on the PA, once major items have been worked out.

ii. Draft Gold Line BRT PA Stipulations

- Stipulation I – Applicability
  - Sarah stated that I.B needs to correspond with what the Corps' role will be and delegating what FTA's will be. Barbara replied that clarification will be needed from the Corps; the letter in the Stipulation refers to an MOA.
  - Brian Yagle (Corps) confirmed that FTA will be the lead federal agency on the project. The Corps will be a signatory, but without having to undertake any of the review. Sarah asked if the Corps will be copied on all correspondence. Greg confirmed that as a signatory, they will be copied on all correspondence.
  - Chelsa asked about defining Project scope in the stipulation. Greg responded that there is a high level description in the first Whereas statement and that there will be a Project location map included with the PA. Barbara added that a detailed Project description would have to change with Project changes, which would be difficult. Sarah felt this was acceptable for whatever the attachment might be.
- Stipulation II – Standards
  - No one had any comments on this stipulation.
- Stipulation III – Area of Potential Effects (APE)
  - Brian asked about a potential site being found—could the Project change to avoid the site? Sarah understood his question to mean: what if a Project change to avoid a historic property results in more impacts to wetlands? Chelsa replied that this would not be likely that for the Project alignment since most of the historic properties are to the west, while wetlands would be encountered to the east.
- Stipulation IV – Survey and Evaluation
  - Sarah asked about how consulting parties' comments would be addressed, per Section IV.B.i. Greg responded that the phrase "in consultation with SHPO and consulting parties" can be added to Paragraph A to address it for the entire stipulation. Barbara added that tweaks can be made to make it clear that consulting parties' comments are being taken into consideration.
  - Sarah noted that public participation in the process needs to be clearer.
- Stipulation V – Project Design Development and Review

- Greg stated that this is a key piece of the PA. He noted that Barbra has been working on this stipulation and asked her to present it. Barbara explained that the stipulation is presenting a new way of thinking and consulting on a project, so we are looking at what's an appropriate level of input. She continued that, with the process in the stipulation, consulting parties will get a full set of 60% Plans for review and on which to make comments. The 60% Plans were chosen because design concerns will be known by 30% design and will have been addressed.
- Christina Boulware (St. Paul/HPC) noted the impact to local districts and asked about making comments without public input. She also asked how the review process was done for the Green Line and stated that work will have to be done with the HPC's executive committee to determine when they will review work in local districts since they normally review plans between 60% and 100% design.
- Sarah stated that it is more critical to have a consultation meeting at the 30% Plans. Barbara responded that this could be 30% for the project as a whole or specific components.
- Sarah said that a 30-day review is needed at SHPO for the various subject experts to look at materials. Info also needs to be provided before meetings to make reviews effective. Meaningful consultation cannot be provided on the spot. Lyssa responded that the Project is trying to determine how to have more time so that if there is an adverse effect, the Project is aware of it as soon as possible. Finding this out at 60% Plan completion seems too late.
- Ginny Gaynor (Maplewood/HPC) asked at what point the alternative for the McKnight Bridge would be determined. Andrea Arnoldi (GPO) responded that it would be chosen by the end of February, before the 30% Plans are completed. Barbara clarified that a decision on this can't be made without FTA's input. Also, HPC's review times need to be considered as part of the schedule.
- Ginny asked if consulting parties also review the 90% Plans. Barbara responded that all consulting party input will be integrated by that point. If additional issues do arise, more input will be sought from consulting parties.

- Stipulation VI – Assessment of Effects on Historic Properties
  - Barbara explained the process for assessing effects under the stipulation. She added that language this stipulation will allow the preparation of standard types of measures for mitigation, avoidance, or minimization without having to write a separate mitigation plan. Greg added that these standard measures will save time and effort when it comes to resolving adverse effects.
- Stipulation VII – Resolution of Adverse Effects
  - Sarah had a comment on language about public input being coordinated with NEPA. She asked how the public consultation process could be conducted under NEPA if the EA is completed. Barbara responded that the language may be taken out based on Project timing. Greg added that the current language states that consultation with the public may be coordinated with NEPA, but does not require it.
  - Sarah said that for VII.B, SHPO would request that FTA submit documentation stating that the adverse effect cannot be avoided.
- Stipulation VIII – Design in Accordance with the SOI Standards

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- Sarah asked if this information had already been mentioned under Stipulation II. Barbara responded that this stipulation is only for certain parts of the Project, not the entire Project. Consultation meetings can take different forms.
- Sarah said that the Stipulation should be moved to be a component of, or a separate stipulation, after Stipulation V.

- Stipulation IX – Saint Paul Urban Renewal Historic District
  - Greg explained that there will be a re-evaluation of the Urban Renewal Historic District as part of the FHWA-funded Robert Street project before this PA is executed. In needed, the current guidelines will be updated based on this evaluation. Can make agreements, if needed, to share the re-evaluation with consulting parties
- Stipulation X – Construction Protection Plan for Historic Properties (CPPHP)
  - Sarah noted that language in the stipulation has previously been included in CPPHPs, but asked if it had been included in an agreement document before. Greg replied that the LRT projects had MOAs where effects had been determined, so the MOAs were specific about what was required. This is not the case for Gold Line, so language in being included in the PA to identify typical measures that may be included in a CPPHP, so less consultation is needed later on to identify them..
  - Ginny asked if archaeological resources were included in the CPPHP, as some people in Maplewood are concerned about a road that has a long history in the area. Barbara replied that archaeological resources are included in the definition of "historic properties."
- Stipulation XI – Unexpected Discoveries
  - Christine asked about the 100-foot measurement in Paragraph XI.A and how exactly it would be measured — would it be from the remains themselves or from a boundary line? Greg responded that the 100-foot measurement would be from the discovery itself. Sarah said the language should then be changed to ready "100 feet from the discovery" to make this clearer.
- Stipulation XII – Unanticipated Effects to Historic Properties
  - Barbara stated that the 100-foot limit language can be clarified in this stipulation to match the new language in Stipulation XI. Greg let consulting parties know that Stipulations XI and XII will apply to the entire corridor, not just cities where there are known historic properties. Barbara added that these stipulations call for a reduced review time because construction will have stopped in the area of the discovery, or historic property, and work should not be held up very long. She asked Sarah look closely at the language in this stipulation. Greg also asked Janelle Schmitz (Woodbury) to review the language since it is one of the stipulations that will also apply to Woodbury.
- Stipulation XIII – Monitoring and Reporting
  - Greg explained the requirements of this stipulation and passed around a MOA Quarterly Report from the Southwest LRT project to provide an example of what the reports look like and what they may include.
  - No one had comments on this stipulation.
- Stipulation XIV – Deliverables and Review Times

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- No one had comments on this stipulation.
- Stipulation XV – Dispute Resolution
  - Barbara clarified that Determinations of Eligibility for Properties go to the Keeper at the National Park Service, not the ACHP.
- Stipulation XVI – Amendments
  - No one had comments on this stipulation.
- Stipulation XVII – Termination
  - Greg noted that mitigation may extend past project completion, which is why the duration is ten years, but, if needed, can be extended. If all work is completed, the PA can be ended early.
- Stipulation XVIII - Implementation
  - No one had comments on this stipulation.

iii. Additional Comments and Questions

- Lyssa asked about the six-month reporting schedule and if it would be necessary to report during construction. Greg responded that, if after construction all obligations of the PA are met, the agreement can be ended, which means further reporting would not be needed.
- Chelsa asked if a stipulation about Operation and Maintenance would be needed for things like a change in materials, such as from brick to concrete in 5th Street. She asked if it might be needed for long-term maintenance. Greg responded that after construction, the property goes back to the City and maintenance falls upon them. Sarah added that the property maintenance and treatment would not have to be reviewed unless it was a federally funded project. For the PA, design changes would have to be reviewed.
- Sarah requested that the PA include language that says that an amendment is not needed to extend its duration. Barbara replied that Stipulation XVII allows it to be extended by written notification at least 30 days before the termination date. Sarah requested that the notification period for amendments be extended from 30 to 60 days.
- The question of signing the PA for its execution arose. Sarah requested that FTA sign the PA first, as SHPO prefers to see that the federal agency has signed an agreement before SHPO signs it.

## 3. Next Steps

Greg requested that parties send MnDOT CRU any written comments on the Draft PA by Friday, January 18. He confirmed this was the correct date. He added that MnDOT and the Project will work with SHPO and the federal agencies to have a fully revised draft out to consulting parties to review sometime in Q2 (late March – mid-May). After comments are addressed from that consultation, the Draft PA will be put into the EA for public comment. If any comments are received, they will be addressed before the PA is executed, which is expected to be in September–October 2019. The Final PA will be included as part of the final environmental document (EDD).

| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
|---|---|---|
| 1. Provide written comments to MnDOT CRU | Consulting Parties | January 18 |

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| | | |
|---|---|---|
| 2. | | |
| 3. | | |

Meeting Materials

- METRO Gold Line BRT Section 106 Consultation Meeting No. 4 PowerPoint, January 15, 2019
- *Programmatic Agreement Between the Federal Transit Administration and the Minnesota State Historic Preservation Office Regarding the METRO Gold Line Bus Rapid Transit Project, Ramsey and Washington Counties, Minnesota* [DRAFT], January 8, 2019

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## FIGURE C.5-20: CONSULTATION MEETING NO. 4 PRESENTATION



## Section 106: Four Steps

- Step 1: Initiate the Process *(done)*
- Step 2: Identify Historic Properties *(in process)*
  - Determine the APE
  - Identify/evaluate historic properties (survey)
- Step 3: Assess Effects
- Step 4: Resolve adverse effects (if any)
  - Continue consultation
  - Develop a Memorandum of Agreement (if necessary)

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## PAs: What and Why?

- PAs provide alternate procedures for completing Section 106
  - Multiple undertakings
  - Complex project situations
    - Gold Line
      - 2-year Project Development schedule
      - Amount of work needed to complete Section 106

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## Gold Line PA Overview

- PA will identify measures FTA will implement to meet its Section 106 obligations for the Project:
  - Identify historic properties
  - Assess effects
  - Resolve adverse effects
- Developed in consultation with consulting parties
- Legally Binding
- Will be included in the Final EA (draft PA) and Environmental Decision Document (executed PA)

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## Components of a PA

- Title
  - Identifies undertaking and signatories
- Preamble
  - Identifies statutory authority
  - Establishes undertaking (scope)
  - Role of signatories, invited signatories, and concurring parties

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## Components of a PA

- Stipulations
  - Heart of the agreement
  - ***Administrative:*** roles and responsibilities, professional standards, modifications to the agreement, dispute resolution, timeline for stipulation implementation, etc.
  - ***Substantive:*** identification of historic properties, assessment of effects, avoidance/minimization/mitigation measures federal agency has agreed to implement

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Executing a PA
• Signatory
▪ Has obligations under Section 106
▪ Authority to execute, amend, or terminate the agreement
▪ FTA
▪ MnSHPO
▪ Potentially USACE
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Executing a PA
• Invited Signatory
▪ Has obligations under Section 106
▪ Authority to amend or terminate the agreement
▪ Metropolitan Council
▪ MnDOT
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## Executing a PA

- Concurring Party
  - No authority to amend or terminate agreement
  - Signature not required to execute agreement
  - Counties
  - Cities
  - HPCs

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## Gold Line PA Stipulations

- **Stipulation I: Applicability**
  - Project scope covered by PA
  - Adding signatories and concurring parties to the PA
- **Stipulation II: Standards**
  - Work under PA will meet SOI's Standards
  - Professional standards required for other work types
  - Tribal expertise, when appropriate

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## Gold Line PA Stipulations

- **Stipulation III: Area of Potential Effects (APE)**
  - Recognizes existing archaeological and architecture/history APEs
  - Process for reviewing and revising APEs during design and construction
  - Evaluation of properties in areas added to the APEs
- **Stipulation IV: Survey and Evaluation**
  - Parameters for survey to identify historic properties
    - Required professional standards
    - Property age
    - Process for making NRHP eligibility determinations

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## Gold Line PA Stipulations

- **Stipulation V: Project Design Development and Review**
  - Project will meet Purpose and Need while avoiding, minimizing, and/or mitigating adverse effects to historic properties
  - Steps for plan review
    - 30% Plans
      - FTA, MC, MnDOT CRU will seek input from Consulting Parties
      - Consultation meeting (if needed)
    - 60% Plans
      - MnDOT CRU prepares Assessment of Effects
      - FTA issues Findings of Effect
      - Consulting Parties review and comment on Plans and Assessment of Effects

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## Gold Line PA Stipulations

- **Stipulation V: Project Design Development and Review**
  - Steps for plan review
    - 90% and 100% Plans
      - MnDOT CRU determines if plans meet SOI Standards (as applicable) and if Consulting Party input has been incorporated
      - If SOI's Standards not met, FTA makes new finding of effect → resolution of effect
      - 90% Plans submitted to Consulting Parties if additional feedback is requested
      - 100% Plans submitted to Consulting Parties for Project record
    - Modifications to 100% Plans
      - Same as above, but may have reduced review times

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## Gold Line PA Stipulations

- **Stipulation VI: Assessment of Effects on Historic Properties**
  - Finding of effect at 60% design and as necessary afterward
  - Consulting Parties review and comment
  - May include recommended standard damage mitigation, measures to avoid or minimize adverse effects, and/or continued consultation
- **Stipulation VII: Resolution of Adverse Effects**
  - Resolution is based on nature of property and scale of effect
  - Consultation resulting in avoidance, minimization, and/or development of mitigation plans
  - Consideration of cumulative impact of project on historic properties

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## Gold Line PA Stipulations

- **Stipulation VIII: Design in Accordance with the SOI Standards *(Treatment of Historic Properties)***
  - Condition of No Adverse Effect and/or as part of mitigation plans
  - Consulting Parties will consult on design limits (distance from historic property) and provide input on design to SOI Standards
- **Stipulation IX: Saint Paul Urban Renewal Historic District**
  - Requires the preparation of design guidelines for the Central Station block in the district
    - Guide the design of Gold Line infrastructure on the block
    - Provide to St. Paul for possible use to guide other development on the block

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## Gold Line PA Stipulations

- **Stipulation X: Construction Protection Plan for Historic Properties (CPPHP)**
  - Condition of No Adverse Effect and/or as part of mitigation plans
  - Development with Consulting Parties prior to construction
  - Integration into Project construction documents
  - Content:
    - Construction Protection Measures
    - Historic Property Inspections
    - Contractor Historic Property Awareness and Sensitivity Training
    - Monitoring

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## Gold Line PA Stipulations

- **Stipulation XI: Unexpected Discoveries**
  - Applies to possible historic properties found during construction
  - Suspension of work within 100 feet & protection from further harm
  - Notification processes
  - Survey and evaluation
  - Timeline and steps for recommencing construction

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## Gold Line PA Stipulations

- **Stipulation XII: Unanticipated Effects to Historic Properties**
  - Applies to previously known historic properties affected in unanticipated manner (e.g., damage during construction)
  - Suspension of work within 100 feet & protection from further harm
  - Notification processes
  - Develop course of action to repair damage and prevent further damage
  - Timeline and steps for recommencing construction

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## Gold Line PA Stipulations

- **Stipulation XIII: Monitoring and Reporting**
  - PA summary reports
    - Document efforts to implement PA
      - Including CPPHP reporting
    - Prepare every 6 months
  - Review by consulting parties and the public

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## Gold Line PA Stipulations

- **Stipulation XIV: Deliverables and Review Times**
  - Timeframes for review of materials by Consulting Parties
    - Prior to construction: **30 days**
    - During construction *and* related to construction activities: **10 days** *(unless otherwise specified)*
  - Comments on Deliverables
    - Draft: Written comments provided during comment period will be considered in preparing the final document
      - If its not feasible to incorporate comments, FTA will provide a written explanation
    - Final: If SHPO disagrees, FTA will consult within 15 days to resolve
      - If FTA and SHPO cannot agree, will implement Stipulation XV

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## Gold Line PA Stipulations

- **Stipulation XV: Dispute Resolution**
  - Process to handle disagreements among consulting parties
  - Involvement of ACHP to provide advice on issue
- **Stipulation XVI: Amendments**
  - Process for amending the PA
    - Requires agreement among Signatories and Invited Signatories
    - Effective when copy signed by Signatories, Invited Signatories, and ACHP (if needed)
    - Copies provided to all Consulting Parties

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## Gold Line PA Stipulations

- **Stipulation XVII: Termination**
  - Period of time that PA will remain in effect
    - 10 years
    - Less if all terms of the PA are meet sooner
- **Stipulation XVIII: Implementation**
  - Execute in counterparts
    - Consulting Parties sign at same time rather than passing along to sign one-by-one
    - Saves time
  - Consulting parties will get a copy of the executed (signed) PA

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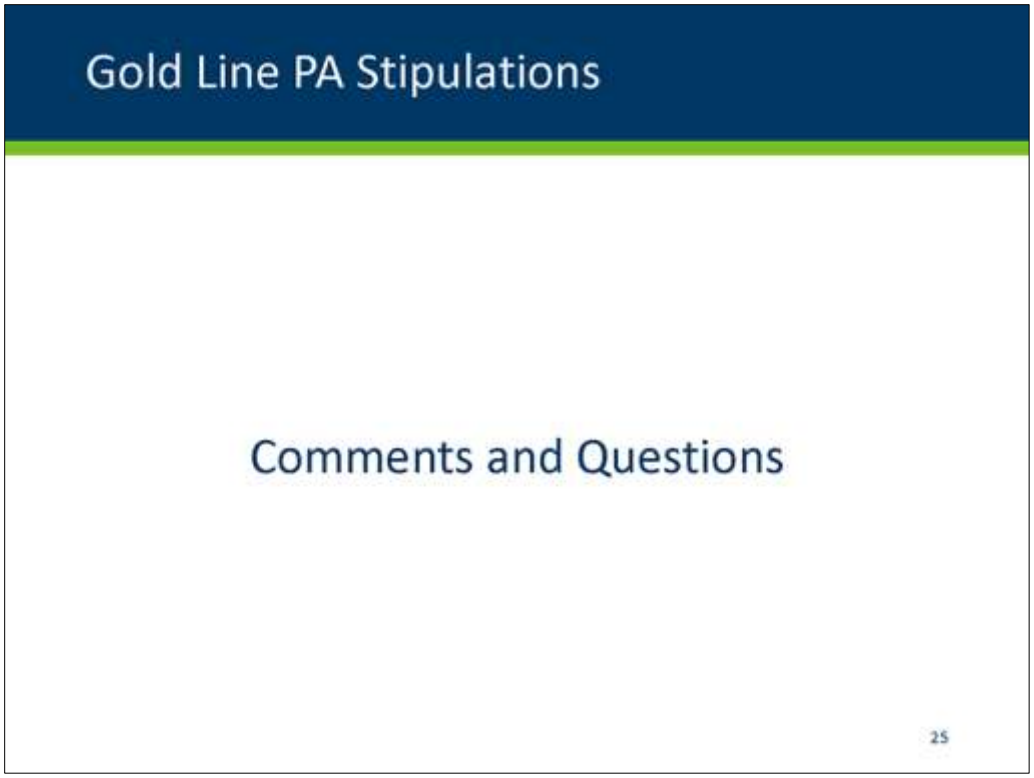
Gold Line PA Stipulations
Comments and Questions
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# C.5.6. Section 106 McKnight Road Design Meeting No. 2 – Feb. 12, 2019

## FIGURE C.5-21: MCKNIGHT ROAD DESIGN MEETING NO. 2 MEETING NOTES

DEPARTMENT OF TRANSPORTATION

METRO Gold Line

### Gold Line BRT Section 106: McKnight Road Design Meeting

**Date:** 02/12/2019 **Time:** 1:00 – 2:45 p.m. **Duration:** 1 hour 45 minutes

**Location:** Gold Line Project Office
121 7th Pl. E., Suite 102 – Large Conference Room
Saint Paul, MN 55101

**Meeting called by:** Greg Mathis

**Attendees:** FTA: Elizabeth Brieseth, Tony Greep
MnSHPO: Sarah Beimers
Maplewood/HPC: Ginny Gaynor
MnDOT: Greg Mathis, Stephanie Atwood, Kristen Zschomler
GPO: Lyssa Leitner, Chelsa Johnson, Andrea Arnoldi, Michael Jischke

### Meeting Notes

#### 1. Welcome and Introductions

Greg Mathis welcomed group for the second design meeting for McKnight Road. He provided a brief recap of the first design meeting for McKnight Road noting based on previous meeting feedback, GPO's design team worked on updates to add grading contours, moving the bridge abutment further east, and confirming guideway design to minimize disturbance. Sarah inquired if there were updates to be reviewed at this meeting and Andrea confirmed there was a DART meeting held for feedback on the design work.

#### 2. Design Updates to Previous Alternatives

Andrea provided an update on the previous alternatives presented at the last design meeting noting that the design scenarios were re-numbered to avoid confusion.

**Alternative 1** - Alternative 1 includes the design for a grade separated pedestrian connection on the north side of the BRT bridge. Four sections were prepared including a section elevation of the bridge to give perspective of span lengths. Previous discussion has focused on the NE corner of the campus vs. the switchback to the west. Bridge height is at 16.4' which is minimum clearance from the ground. The guideway was updated to reflect a narrower design and is at all minimums for guideway operations and requirements for winter snow removal. Barrier on the guideway is needed for pedestrian safety on the bridge and off for a short distance until the guideway moves further away from the trail. The trail is located closer to the guideway to maximize the distance at the pinch point near the parking structure. Andrea noted that the elevation profile of the bridge does not include a center pier on McKnight Road. Upon design advancement and consideration of sightlines from

Gold Line BRT Section 106 McKnight Road Design Meeting 1

vehicles, traffic movement would be a safety issue due to lack of visibility if a pier was in the middle of the street. The pier to the west will remain and the abutment to the east did not change with removal of this pier.

**Alternative 2** – Alternative 2 includes the design for the at-grade pedestrian connection north of the BRT guideway. This rendering is similar to the version presented at the first design meeting with some adjustments. Key design drivers include needing an accessible path to meet ADA requirements which will require a retaining wall between the trail and parking structure. A longer exted training wall to the north of the bridge will also be required because the path is directly adjacent to the bridge. Andrea noted that this is a trade-off because disturbance to the landscape would be minimized by installing a bigger retaining wall which would be increasingly visible to 3M campus viewers. What is shown illustrates minimum disturbance to the landscape. The design team could evaluate how to minimize the height of the retaining wall by grading into the landscape to reduce that exposure. Section B is located at the bridge abutment and shows that the tallest wall has a maximum exposure of 21'. Section C illustrates grading issues to comply with ADA requirements and trying to avoid creating a "tunnel" effect which is unpleasant for pedestrians. This current design also ties back into the existing slope to minimize disturbance footprint. Section D elevation at the pinch point near the parking structure is similar to Alternative 1.

**Alternative 3** – An additional alternative was developed based on DART feedback since last meeting. The city and county expressed concern for not allowing at-grade option since the grade separated design is a priority for an east/west connection. The grade separated design is a better environment for users. Based on recent discussion with 3M, future campus design will look at removal of access road to the west of Building 202. Proposed improvements for an at-grade pedestrian connection to the north would improve the environment as well as tie into future campus design plans. Key goal for this design was to keep the BRT alignment to the south and pedestrian crossings on the north side of guideway. This design still requires a retaining wall at the pinch point near the parking structure. Andrea noted the placement of the at-grade sidewalk to the north was intended to balance the need to grade into the campus lawn and exposure of the bridge retaining wall. Grading illustrates how the project could be designed to match existing curves. The trail is also located to address safety concerns with proximity to nearby barriers which could reduce sightlines. Section A is similar to the other alternatives. Section B shows only about 15' of exposed wall resulting from trail moving further away from the bridge. Section C shows the wall becoming more diminished through grading but a barrier is still needed between the guideway and trail for safety. Section D is similar to alternative 2. Ginny noted that the pinch point is as far away as possible for this design adding that she likes how this alternative addresses the pedestrian design. Steve also noted that Alternative 3 would be preferred because it would provide an at-grade connection for Maplewood residents. Without this connection, there would be no reasonable way for Maplewood to reach the station because there is no connection allowed on the west side of 3M on Century Avenue.

## 3. Preliminary Effects Assessment

Greg noted that the last McKnight Design meeting discussed potential effects and that different options resulted in different effects. CRU reviewed regulations for preliminary effects analysis to inform the analysis prepared for discussion today. The analysis focuses on the 15% design for both pedestrian connections that is in the Draft EA. It does not include Alternative 3 which was developed in the last few weeks based on DART feedback. The general conclusion of the analysis is that the 15% design with at-grade and grade separated trail options would not result in an adverse effect. Alternative 1 and Alternative 2 would be less of an impact but also would result in no adverse effect.

Stephanie provided an overview of the Preliminary Effects Analysis memo distributed to attendees. The analysis reviews design at a high level for the EA design, Alternative 1 and Alternative 2 which is focused on the southwest corner of the campus. Analysis included a review of the Phase II report on the corporate campus which identified two important elements: 1) landscape setting with inter-circular driveways and paths and 2) proximity to transportation corridors. The southwest corner of the campus isn't significant to the campus historically because its not the primary focus of the campus. The headquarters building is the primary focus of the campus and was constructed 8 years after this portion of the campus was constructed. The guideway alignment to the south of the campus covers a small area of the campus at the edge. The memo evaluates impacts to historical material and subsequent assessment of effects will look at advanced design to determine who it would impact this area.

Based on the 3M memo provided to the attendees for review, the historic photographs don't show a clear landscape design that is notable. Photos illustrate realignment of Hudson Road and addition of I-94 bridge causing the realignment. These realignments have changed the view and roadway as originally constructed. The current design of the BRT guideway will still allow green manicured space on the campus, similar to existing conditions today. Introduction of the guideway will change the setback of Building 230, which is currently deeper than originally constructed; therefore the project would put setback back to original distance. Although the campus is significant under Criterion A, the presence of the BRT won't affect what was historically done in the building or on campus. The project would not affect the corporate campus design or proximity to highway corridor features. No significant visual impacts are anticipated because the project would be located on an already very busy corridor. BRT would result in a small strip taking of land but would not damage property.

Sarah observed that the memo is helpful to allow SHPO to provide a response to the design options being presented for preliminary determination of effects. While the new alternative has not been evaluated in this memo, it does introduce changes into the landscape. She noted that properties under Criterion A are often the focus for determination of effects because the regulations allow determination under one criteria; however, SHPO recommends looking at the campus as a whole for the assessment. Green space and setback are important to the setting and the center of the campus was the primary feature/focus. Secondary spaces in the landscape should be considered. CRU noted that this southwest corner was evaluated as a secondary space since it's not designed like other spaces which were more intentional with design. Sarah noted that the fringe area may act as a buffer for the campus and may be a deliberate design. Lyssa asked CRU to clarify documentation of design for this southwest corner. CRU noted that the Phase II evaluation wasn't looked at from a landscape architecture point of view, more planning of the campus than design. Kristen noted she reviewed the phase II under Criterion C (landscape), but it made the determination it didn't have integrity. CRU's conclusion is that setting and green space is important overall but in the southwest corner, it's a minor element that was not well thought out in design. CRU to add this detail into the memo. Ginny noted that the manicured turf with pruned trees had continuity historically and the east/west sides of the campus had similarities in the past. Sarah also clarified that if there isn't integrity under Criterion C, the setting is still important and can be considered as a character defining feature.

Kristen noted that this corner of the campus doesn't have a lot of integrity and changes have been extensive. There is an effect but does not rise to the level of an adverse effect. Sarah noted that there has been encroachment and may need to look at what elements retain integrity (green space, trees, and parking structure). Kristen noted that CRU's goal has always been to push these types of project design to meet purpose

and need while minimizing effects to historic properties. Maplewood has stated the trail is necessary for the city to create a critical connection for residents to Gold Line.

In summary, the 15% design with both pedestrian connections will meet project purpose and need for Maplewood. This option is the widest footprint of all the designs presented. Alternative 3 concept has narrowed down this footprint by moving pedestrian connections to the north, sliding down the guideway by 10' to the south. Alternative 3 would be further away from the parking structure wall and BRT infrastructure is closer to Hudson Road. Project components have been minimized near the parking lot and contour lines extend further into the campus landscape due to the existing grades. Greg noted there are tradeoffs to consider for this design, specifically the at-grade trail location. As the trail gets closer to the guideway, the exposure of retaining wall will increase. Moving the trail further north into the campus would reduce wall exposure but increase the footprint of disturbance needed to grade into the landscape more gently. Michael also noted that tree plantings to re-establish the removed trees could be evaluated if it would help establish character or offer screening of the guideway bridge. Ginny noted that advancing design to include more sweeping grades could address the character of the landscape. Steve noted the 15% design seems unsafe to have pedestrians cross the guideway to accommodate an at-grade crossing south of the guideway. Ginny also noted that she thought the 15% design was too close to the parking structure retaining wall and added that the memo is helpful to review and addressed set back of the campus.

Sarah also agreed and noted that the memo should be updated to include the design elements for Alternative 3. Kristen asked if the design team could move the trail to maximize green space. Andrea stated that the trail could be pulled closer to the guideway with a tradeoff of lengthening the wall both in length and height. She noted there are also challenges with the grade to meet ADA requirements. Sarah noted that cutting into the hillside should be minimized in next design. She inquired if visualizations would be provided once a decision regarding the design option was made. Kristen asked where the visuzliations would be rendered from, at McKnight viewing toward the building or from the building viewing toward McKnight. Sarah suggested both views may need to be considered for visualizations because they are different. Kristen thought the viewshed from McKnight toward the campus may not be as valuable as the view from 3M looking out. Ginny agreed with Sarah that both views may be equally important to consider in this evaluation. Lyssa stated that this project is a lot smaller in scale and budget than other Metro Transit projects. Visualizations from multiple viewpoints should be carefully considered and utilized to assist CRU's assessment process. Andrea also suggested that the design team/GPO isn't quite ready to render advanced visualizations yet because there is more design details and decisions to make.

Sarah noted that a key goal is to preserve the green space setting and that rehabilitation of landscape is more compatible and may address the standards better than having a smaller footprint (resulting in steeper cuts). Alternative 3 should reflect a balance of minimizing landscape impacts and minimizing the wall exposure. Reestablishing trees may also help to meet the standard, improve views from 3M buildings and screen views of the BRT infrastructure. Sarah also suggested memo updates include discussion regarding secondary landscapes on the campus and hone in on character defining features, particularly if there was intent to have buffered green space at the edges.

## 4. Next Steps

The preliminary effects analysis will be updated to reflect Alternative 3. Next meeting will be on 2/26/19.

| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
|---|---|---|
| 1. Revise Preliminary Effects Analysis to address Alternative 3 | Stephanie | 2/26 |

Meeting Materials

- "3M Center Landscape and Roadway Features," Technical Memorandum, June 13, 2018
- 3M Center Preliminary Assessment of Effects Memo
- Gold Line BRT
  - 15% Concept Plans, Sheets 16, 17, 18 of 83, Gold Line BRT Project December 20, 2018
  - McKnight Road Bridge Alternative 1, 1/24/2019
  - McKnight Road Bridge Alternative 2, 1/24/2019
  - McKnight Road Bridge Alternative 3, 2/12/2019

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# C.5.7. Section 106 McKnight Road Design Meeting No. 3 – March 12, 2019

## FIGURE C.5-22: MCKNIGHT ROAD DESIGN MEETING NO. 3 MEETING NOTES

DEPARTMENT OF TRANSPORTATION

METRO Gold Line

### Gold Line BRT Section 106: McKnight Road Design Meeting

**Date:** 03/12/2019 **Time:** 1:30 – 3:30 p.m. **Duration:** 2 hours

**Location:** Gold Line Project Office
121 7th Pl. E., Suite 102 – Lobby Conference Room
Saint Paul, MN 55101

**Meeting called by:** Greg Mathis

**Attendees:** FTA: Elizabeth Brieseth, Tony Greep
MnSHPO: Sarah Beimers
Maplewood/HPC: Ginny Gaynor, Steve Love
MnDOT: Greg Mathis, Stephanie Atwood, Kristen Zschomler
GPO: Lyssa Leitner, Chelsa Johnson, Andrea Arnoldi, Michael Jischke

### Meeting Notes

#### 1. Welcome and Introductions

Greg Mathis (MnDOT) welcomed attendees and provided a brief recap of the previous design meeting that was held on February 12, 2019 to discuss the effects of the McKnight Road crossing on the 3M Center Historic District. He said since the last meeting, the Project got some new information from 3M on some of the company's proposed changes to the campus. As a result, an integrity analysis was written based on an update to the alternative to the McKnight site. The analysis update was provided to MnSHPO and Maplewood prior to the meeting today.

#### 2. 3M Center Historic District: Integrity Analysis

**Overview**

Stephanie Atwood (MnDOT) provided an overview of the supplemental integrity analysis for the historic district. It considers the integrity of the campus as it is now and after the changes that are proposed to be done by 3M this year. She said the document was prepared in response to a request made by MnSHPO during the February 12th meeting to look at the historic district's "primary" and "secondary" corridors. In the interim, proposed plans by 3M for the campus show major alterations to the historic corridors. The new analysis now needed to consider how effects would play into this proposed change because the buildings and the landscape are the two most important pieces of the district. Effects on them should be considered.

Stephanie noted that as 3M continues to modernize its campus to show that it is a cutting edge company, the campus is losing some of its integrity as a mid-20th century designed landscape. Current plans call for the

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reconstruction of most of the characteristic oval boulevards, which are "primary" corridors. The new roads will have the same footprint, but be narrower in some areas and have a straight, non-curvilinear design. Work is planned to start this year. The company also has long-range plans to make the site feel more like a college campus, with skyways and wide boulevards. Also, other major changes have been made to key areas of the campus over the past 10–15 years. The document assessed the integrity of the campus as it stands now and after the proposed modifications by the company planned for this year.

Stephanie continued, explaining that some of the buildings are altered, but their integrity is in better shape than the landscape. The materials of the Administration Building's curtain walls have been replaced, but it has a similar design. She added that the Headquarters Plaza is a focal point of the campus, but many alterations have been made to that area. She said the campus still has a strong association with its significance, but not its landscape design. Overall, the analysis concluded that, despite the changes previously undertaken and proposed for the district, the historic district still retains sufficient integrity to convey its significance.

**Responses**

Sarah Beimers (SHPO) asked if the plaza is where a parking ramp was previously located. Stephanie referred to a photo in the timeline document that showed the work done in this area during the 2011–13 Quad Area Remodeling. Sarah then asked if it was a surface lot. Stephanie confirmed that it was, noting that she thought this would be a significant effect to the design of the Quad Area, as it brings in modern design and a change of use.

Stephanie showed current images and what 3M is proposing to do this year if it goes through, noting that 3M would reconstruct the oval boulevards as straight roads. Andrea Arnoldi (GPO) confirmed this is correct. Kristen added that since Sarah had commented that the roads were a primary feature at the previous consultation meeting, we did a finer grain review.

Sarah said that the updated document was really helpful in understanding the district and if remnants of features exist.

Sarah said that overall, the district holds together although some of the landscape integrity has been compromised. She saw how 3M was modernizing the open spaces on the campus. However, she said the spatial organization is still retained, noting that a 21st century version of the campus is also there. She thought the integrity of design, materials, and workmanship of the landscape has been lost in some places, noting that the campus is in transition in that half of it has been modernized and the rest has not been changed. She will route the analysis to the historians in her office to review.

Steve Love (Maplewood) asked about plans for 3M Road. Andrea replied that 3M's long-term plans are to remove the road, which will change access to the campus. The current priority is 19th.

Ginny Gaynor (Maplewood HPC) agreed that the analysis will be helpful for explain things to the HPC, stating that the integrity approach was a valid way to assess the design issue. From a horticultural perspective, she thought it has really changed.

Sarah asked how the integrity analysis relates to the preliminary effects document reviewed at the 2/12 meeting? Kristen replied that it supplements that version and she will keep adding to it to address changes. Sarah noted that it will help in SHPO's assessment of the design as it heads towards 60%.

Sarah spoke about the design at the McKnight Road corner, noting that it needs to be appropriate to the landscape. She stated that as a far corner of the landscape, this area seems to have secondary importance to the overall landscape design. Even though it may not be as important to the overall landscape design, this does not mean that anything can be constructed there, or that the design of the corner can be made worse. Rather, this just means there is more flexibility for how the area is designed. She reiterated that although the integrity of portions of the landscape from the period of significance may be poor, that does not mean you can do whatever you want. What is built still needs to meet the Secretary of the Interior's Standards (for the Treatment of Historic Properties) and be made better if possible.

Ginny asked if the preliminary assessment will be rewritten. Kristen replied that this supplants the first version.

Steve asked if it was okay to share the plans that 3M provided, or if there is anything they did not want shared? Action Item: Steve will follow up with Gena Gutzman on this. Ginny replied that for HPC, she had just received an email about a 3M project and she believed it included those plans, so it sounds like they were already public. Chelsa Johnson (GPO) said she would check with 3M. Lyssa Leitner (GPO) added that typically if they (3M) provides something, they assume it will get out.

Ginny noted that the plans will go through a 15-day minor review by Maplewood.

Lyssa wanted to provide an update on Project costs and elements to be added to the Project, noting that the Washington County Board has been shown everything on the list, including all the McKnight Road bridge design options. The Board expressed its comfort on the cost side with both the grade-separated and at-grade designs. She added that conversations are ongoing with Ramsey County and it should be okay, but it's not a done deal yet. She is hoping to take it to the Corridor Management Committee for approval on April 4th, or at the latest, the first Thursday in May.

Greg asked if SHPO had any comments. Sarah said she will forward the integrity analysis document on to Ginny Way in her office for her review and comment. Kristen replied that CRU will respond to any comments she may have in the next round. Sarah responded that SHPO so far had no disagreements with statements made in the document.

## 3. Next Steps

**Supplemental Assessment**
Andrea asked what the next steps are at this point. Greg replied that if the county boards agree with what is proposed, then we will go back and do a supplemental assessment on Alternative 3. Sarah added that it should include the statement that it is the design preferred by Project funders.

**Design Refinements**
Sarah asked about refinements to design at the McKnight Road crossing. Andrea replied that the design team looked at grading refinements and found some issues with the intersection. They concluded that there was no great value with the grading tradeoff. She noted that the design being shown is the same as what was reviewed last time. The designed connection was tight for pedestrians and there was issues with geometry and grading. She added that GPO needs to check in with 3M, noting that right now is a good point to check in with the company on the preferred concept before it is advanced too far.

**Visualizations**
Kristen asked about the status of the Project's plans. Andrea replied that the Project plans are working towards 30% design, whereas the concept plans for the 3M site are closer to 30%.

Kristen then asked if it was possible to do visualizations of the McKnight corner between the 30% and 60% plans and discuss vantage points. Lyssa asked what the goal of the visualizations would be and when would they be done. Would they be to inform the final determination? Kristen responded that it would be preferable to see visualizations now to validate this level of design. Ginny agreed, saying that she would like to take the analysis to the HPC and it would be helpful to have renderings to supplement the current information.

Lyssa said that the design team should hold off until 3M has been presented with the concepts first in case they provide input that would require a change. It is no problem creating a visualization. However, not all details like color and texture have been decided. To create a visualization, we need to know the intent of the viewpoint and what you are trying to understand. She suggested creating a sample visualization for another building since color and texture are not there. Andrea replied that it depends on what is needed, as the rendering can be influenced based on what the Project wants to accomplish with the image. Sarah replied that a "before and after" type rendering would be most helpful. Lyssa stated that we should not get too far into this process but should decide what is needed first. Sarah said that at a minimum there should be views from the building (201) and one looking at the area from McKnight Road. She added that she understands the concern about color since it is never the same, it is the physical impact we need to understand first.

Sarah asked about the Johnson Parkway images that were created for an earlier consultation meeting. Andrea responded that those were only applied plan views and elevations; no renderings or visualizations have yet been done. She noted that some staff can go through an analysis, but photos imply a further level of design and they just got right of entry and there are not photos without snow cover. Kristen noted that the grounds look like a whole lot of landscaping design, but it is just a grassy slope with trees. Andrea said the design team could create a plan view of the site.

Sarah asked when GPO would be going to speak with 3M about the concepts. Lyssa replied that Liz is working on it and the timetable is unknown, it could be in four days or in hour months. She said that unless something changes, policymakers are on board with the design. She thought maybe it would be April when they talk with 3M. She noted that when the 60% Plans will be ready is over a year from now. She thought they might be ready to meet with the HPC in just a couple months.

Kristen asked if visualizations could only be done between 30% and 60% Plans. Andrea replied that they can be created sooner. Andrea said she thinks she knows the locations for the visualizations and will send them out for input. Attendees discussed possible vantage points for the visualizations, including:

1) A higher view from Building 201 and if that is not possible, then from the parking lot
2) From I-94 Bridge over McKnight Road
3) At grade from the west side of McKnight Road
4) East to west from the proposed trail or guideway
5) Maybe other site that is to be determined

Andrea noted that spatial modeling could be done. While it is faster, it does not create a photorealistic image. A photorealistic image would come later on as no photos from 3M property are currently available. The constraints the team faces are access to the campus itself and into buildings to find views for visualizations.

Steve asked if the renderings could be completed before GPO meets with 3M. Lyssa replied no, the meeting would come first, then they can be prepared. Lyssa said she thought the next steps are to:

1) Michael and Andrea's team will come up with ideas for the visualizations, confirming locations at the campus.
2) ACTION ITEM: Liz will set up a meeting with 3M to get its feedback on the concepts.
3) Have this group will meet again to review visualizations and possibly validate the integrity analysis.
4) Show the materials to the HPC.

Ginny informed attendees that the integrity analysis would go to the Maplewood HPC in May or June and asked if this was okay. Lyssa confirmed it was.

Ginny said she would like to show 15% plan design of the full 3M project to the HPC. She especially wants to show the HPC the areas to the east. Andrea replied that the 15% Plans show the bridge closer to the adjacent 3M properties, so the 15% and Alternative 3 for McKnight will be used.

ACTION ITEM: Lyssa said GPO will update the maps for Ginny, removing the ALT text in the title block for clarification. Ginny added that the HPC meets this week and she could possibly show them at the April meeting.

Sarah noted that the analysis document included a lot on the integrity of the landscape, but it did not have as much about how the design concepts meeting the Secretary of the Interior's Standards (for the Treatment of Historic Properties). She said that in the next iteration of the analysis document, MnDOT CRU needs to take this into account and add in how the SOI's Standards are or are not being met (if still valid). She added that the Federal regulations language used in the determination document discussed at the 2/12 meeting also needs to be put it into the integrity analysis document. Kristen replied that a new version will be created.

| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
|---|---|---|
| 1. Speak with Gena Gutzman to see if 3M plans can be shared | Steve (Maplewood) | TBD |
| 2. Set up meeting with 3M | Liz (GPO) | TBD |
| 3. Send out list of potential visualization views for input | Andrea (GPO) | TBD |
| 4. Update maps for the presentation to the Maplewood HPC | GPO | By April HPC meeting |

Meeting Materials

- 3M Center Historic District, "Integrity Analysis 2," March 12, 2019
- 3M Center Historic District Timeline, March 8, 2019
- Gold Line BRT
  - McKnight Road Bridge Alternative 1, 1/24/2019

- McKnight Road Bridge Alternative 2, 1/24/2019
- McKnight Road Bridge Alternative 3, 2/12/2019

# C.5.8. Section 106 Consultation Meeting No. 5 – June 17, 2019

## FIGURE C.5-23: CONSULTATION MEETING NO. 5 MEETING NOTES

DEPARTMENT OF TRANSPORTATION

METRO Gold Line

### Gold Line BRT Section 106 Consultation Meeting #5

**Date:** 06/17/2019 **Time:** 1:30 – 3:00 p.m. **Duration:** 1 hour 30 minutes

**Location:** Gold Line Project Office
121 7th Pl. E., Suite 102 – Large Conference Room
Saint Paul, MN 55101

**Meeting called by:** Greg Mathis

**Attendees:** FTA: Sharyn LaCombe (phone), Tony Greep (phone)
MnSHPO: Sarah Beimers
Maplewood: Steve Love
Washington County: Sara Allen
MnDOT: Greg Mathis, Barbara Howard, Stephanie Atwood
GPO: Nani Jacobson, Chelsa Johnson, Lyssa Leitner, Galen Ryan

### Meeting Notes

**1. Welcome and Introductions**

Greg Mathis (MnDOT) welcomed the attendees and stated that the purpose of the meeting was to discuss the most recent draft of the Project's Programmatic Agreement. He reminded attendees that the PA has been revised based on input received from consulting parties. The last consultation meeting where the PA was discussed was held in January and FTA, MnSHPO, MnDOT CRU, and GPO have been working on it since that time. FTA is requesting that consulting parties provide any comments on Draft 05a June 28th. All comments received will then be addressed and incorporated, as feasible, into the next version of the PA, which will be included in the EA when it is published. He then led the introductions of meeting attendees.

**2. Section 106 Programmatic Agreement (PA)**

**A. Review Updated Gold Line Draft PA**

i. **Overview**

a. Greg briefly described what a PA is and why it is used for projects like Gold Line BRT. He then provided a brief overview of what the Gold Line PA will cover and how it is being developed. He then described the main components of a PA and the titles and roles of the consulting parties.

ii. **Changes and Additions**

a. Greg provided an overview of the major changes that have been made to the PA since consulting parties looked at the first draft in January. The stipulations have been reorganized.

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There has also been a change in the timeline of the assessment of effects will be done. Effects will now be assessed based on the 30% plans instead of the 60% plans. Sharyn LaCombe (FTA) explained that this change was made because of when FTA locks in project funding, which should including funding for mitigation and limits funding for mitigation if any adverse effects findings are made after this point . Typically, FTA does the assessment of effects at 30% design, so what is being done in this PA, which will be closer to FTA's typical procedure. Greg added that there will also be changes to the review process post-30% design to reflect this change. There is also a new provision for the use of standard mitigation measures to allow for streamlining the handling of adverse effects. Lastly, the St. Paul Urban Renewal Historic District stipulation was removed since it will now be handled as part of separate consultation for Central Corridor.

iii. **Stipulations**

a. Greg presented the PA stipulations one-by-one to discuss the contents and changes to each:

(a) Stipulation I: Applicability

- Greg explained that this stipulation covers the Project scope and the process for adding signatories and concurring parties to the PA.
  - No comments or questions from concurring parties present.

(b) Stipulation II: Standards

- Greg said that this stipulation requires work done under the PA to meet the SOI's Standards, other work not covered by the Standards will need to meet other recognized professional standards. Tribal expertise will be brought in when needed.
  - No comments or questions from consulting parties present.

(c) Stipulation III: Deliverables and Review Times

- Greg explained that this stipulation was numbered as Stipulation XIV in first draft. It provides 15 day reviews during construction for construction related items to minimize delays. Previously it was 10 days in the previous draft. It also clarifies what FTA is seeking comment on without having to send it back out for comment.
- Barbara Howard (MnDOT) noted that this is the first place in the PA where it specifies that only certain things will move to formal Dispute Resolution and that clarification is carried throughout the document.
- Sarah Beimers (SHPO) called out the phrase "during construction" as being vague. She asked if text could be added to better specify what this means. Barbara replied that there is a definition under "Applicability," but added that there is a discussion as to whether there should be more clarification. Sarah said that there should be more clarification regarding timing as to when construction begins or ends—is it when permits are pulled, work begins, etc. She said that more time parameters should be added, if possible.
- Barbara reminded attendees that all comments can be included in the comments submitted formally on 6/28.
  - No additional comments or questions from consulting parties present.

(d) Stipulation IV: Area of Potential Effects (APE)

- Greg noted that the language used in this stipulation is standard language and Barbara added that there has not been any real major change to the stipulation.
  - No comments or questions from consulting parties present.

(e) Stipulation V: Survey & Evaluation

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- Greg noted that language was added under V.B.ii for a Tribe's opinion on National Register eligibility of properties significant to the tribe. Language was also added about posting survey results on the Project website for public input. Barbara noted that we will have to consider how to protect sensitive locations if we are to post this information publicly online.
    - No comments or questions from consulting parties present.

(f) Stipulation VI: Project Design Development & Review

- Barbara explained that Stipulations VI–VII flow together. CRU will advise the Project throughout the process and will give consulting parties the information needed related to historic properties. CRU will also review the APE to see if it needs to be changed during the course of the Project. An Assessment of Effects will be done based on the Project's 30% Plans, at which point FTA will issue its Findings of Effect. Public input will be sought through posting the findings on the Project website. At 60% design, the plans will be compared to the effects findings. If they correlate, consulting parties will get the plans and provide comment. At 90%, 100%, and post-100% plans, the parties will get notifications. Essentially, the largest review workloads for consulting parties will be at 30% and 60% design.
    - No comments or questions from consulting parties present.

(g) Stipulation VII: Assessment of Historic Properties

- Greg noted that language was added to this stipulation that allows for the use of standard mitigation. The goal of this is to streamline resolving adverse effects in some instances. He noted the measures are in Appendix D, which will be discussed later.
    - No comments or questions from consulting parties present.

(h) Stipulation VIII: Consultation to Resolve Adverse Effects

- Barbara noted that there has not been any significant changes to this stipulation from the last draft that was reviewed in January. For historic properties, the owner will be brought into the process, as well as the public (on an appropriate level). This will be dependent on the property and the scale of the effect.
- Sarah asked if this means there is standard mitigation to get to no adverse effect. Barbara clarified that the standard mitigation provisions streamline addressing an adverse effect when possible. They can also be integrated into a mitigation plan through the consultation process.
    - No additional comments or questions from consulting parties present.

(i) Stipulation IX: Design Requirements

- Barbara explained that this stipulation outlines the process for design review when it is used as a condition for a No Adverse Effect finding. She added that the consulting parties will still be consulted to determine design limits and that the process is similar to what has been done on other recent transit projects. Greg noted that there are historic properties along the corridor, but due to their locations, it would not make sense to require the entire Project corridor to be designed in accordance with the SOI's Standards for the Treatment of Historic Properties. He said that these design limits need to be defined to account for where historic properties are located.
    - No comments or questions from consulting parties present.

(j) Stipulation X: Construction Protection Plan for Historic Properties (CPPHP)

- Barbara explained that there have not been many changes to this stipulation since the first draft. The stipulation clarifies where consulting parties can provide comments. Greg added that the CPPHP language is being refined through other transit projects and is now becoming standard.
  - No comments or questions from consulting parties present.

(k) Stipulation XI: Unexpected Discoveries

- Greg stated that this stipulation primarily addresses archaeological sites. The timeframes within it are different then the timeframes for the deliverables. Barbara added that they tried to clarify the stipulation so that construction could continue as long as the property is protected and consultation is allowed to be done outside the area. Greg added that if a property is determined to be eligible for the National Register, CRU/FTA will assess effects, follow the related stipulations, and go through that process.
  - No comments or questions from consulting parties present.

(l) Stipulation XII: Unanticipated Effects to Historic Properties

- Greg noted that this stipulation is where the language from Appendix D will come into play. The Project has 72 hours to complete their tasks so that construction delays will be minimized. Barbara added that there are not many changes from the previous version of this stipulation.
- Sarah asked if the language is now allowing them to work in areas less than 100' from the site. Barbara said that construction will stop at 100', but the distance within which construction needs to remain stopped would be addressed as part of the individual "course of action" based on the property and damage that has occurred. They wanted to write the language so that it is flexible enough to be resolved case-by-case and minimize construction delays. Barbara noted that this language could be made clearer in the next draft of the PA.
  - No comments or questions from consulting parties present.

(m) Stipulation XIII: Reviewing & Reporting of Agreement Implementation

- Greg explained that the reporting on the PA had been changed from every 6 months in the previous draft to every 3 months in this draft. A table would be used to document items. The method has been successfully used on the SWLRT and BLRT projects and Greg showed an example report to the attendees. Barbara added that this schedule would allow an opportunity for the consulting parties and community to more easily review the document as it would be posted publicly.
  - No comments or questions from consulting parties present.

(n) Stipulation XIV: Dispute Resolution

- Barbara explained that this stipulation involves FTA guiding the dispute resolution all the way through the process. Outside parties are involved in dispute resolution for National Register eligibility (Secretary of the Interior) and effects assessments and findings (Advisory Council). The public can also object to how the PA is implemented.
  - No comments or questions from consulting parties present.

(o) Stipulation XV: Amendments

- Barbara explained that there are no major changes to this stipulation since the draft reviewed at the January meeting.
  - No comments or questions from consulting parties present.

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(p) Stipulation XVI: Duration
- Greg said that this stipulation was pulled from the previous draft's Termination stipulation. It explains that the PA can be extended rather than expiring and having to start over. Barbara added that the PA can also be ended earlier than planned if all work is completed earlier than scheduled.
  - No comments or questions from consulting parties present.

(q) Stipulation XVII: Termination
- Greg said that this stipulation allows for the early termination of the PA before the end of 10 years.
  - No comments or questions from consulting parties present.

(r) Stipulation XVIII: Execution
- Greg clarified that this stipulation has been renamed from the previous draft.[1]
  - No comments or questions from consulting parties present.

(s) Appendices
- Greg noted that these are mainly housekeeping—maps, list of historic properties, the standard mitigation measures, etc.

**iv. Consulting Parties Questions and Comments**

a. Greg opened up the floor to consulting parties and asked if they had any broader questions about the PA or the process for its development. Hearing none, he reminded attendees that they still had two weeks to provide additional input on the draft PA to MnDOT CRU.
b. Chelsa Johnson (BPO) said that from a public involvement standpoint, BPO will create boards to explain what a PA is and will use them for public outreach.
c. Sarah said that she thinks the draft PA is an excellent document. It is in good shape for being so complicated, which will help SHPO not have to do a lot of editing. SHPO will have some comments, but they will likely be minor word clarifications.
d. Greg added that the team will follow up with the consulting parties that could not make it to today's meeting and ask for their comments on the draft PA. Sharyn said that FTA welcomes comments to be incorporated into the document.

## 3. Next Steps

Chelsa brought up next steps. Greg reminded everyone to provide their comments by June 28th. The comments will be incorporated and addressed in the next draft. The editing of the draft will be wrapped up around mid-July so it can be included in the EA. Chelsa said that the EA will be published around mid-fall. Greg added that public will be able to comment on the PA during the public comment EA period.

| ACTION ITEMS | PERSON RESPONSIBLE | DEADLINE |
|---|---|---|
| 1. Provide comments on PA Draft 05a to MnDOT CRU | Consulting Parties | 06/28/2019 |

[1] In Draft 1 of the Gold Line BRT PA (dated 1/8/2019), Stipulation XVIII was titled "Implementation."

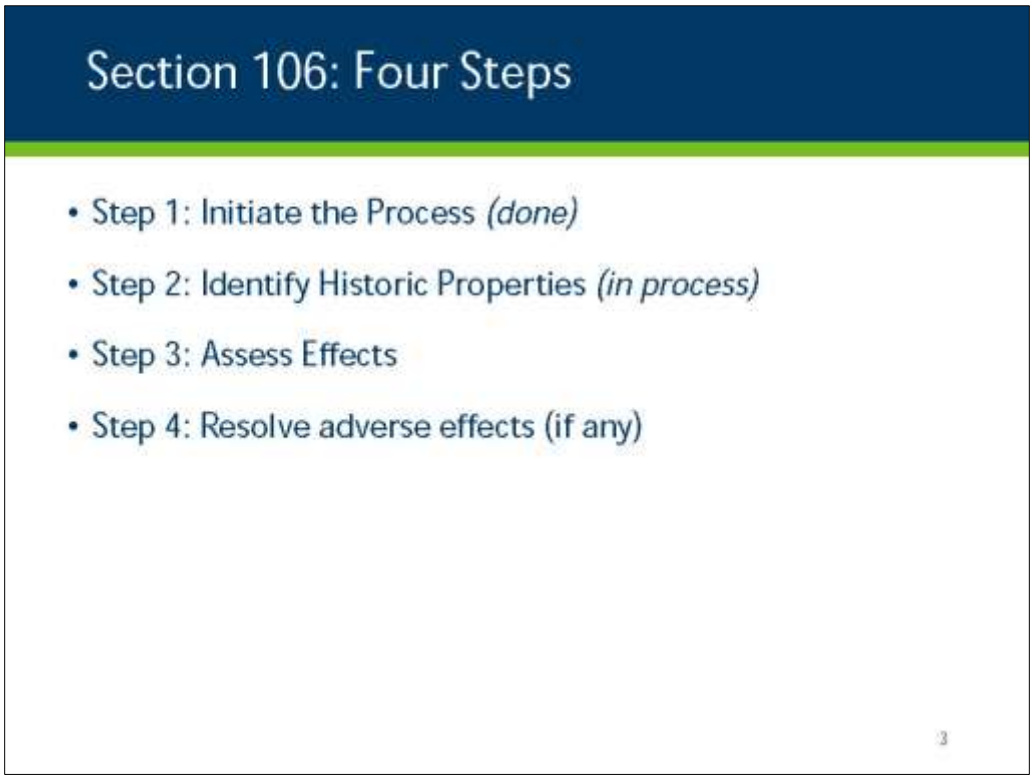
| | | |
|---|---|---|
| 2. | | |
| 3. | | |

**Meeting Materials**

- METRO Gold Line BRT Section 106 Consultation Meeting No. 5 PowerPoint, June 17, 2019
- Gold Line BRT PA, Draft No. 05a

Gold Line BRT Section 106 Consultation Meeting #5

## FIGURE C.5-24: CONSULTATION MEETING NO. 5 PRESENTATION

## PAs: What and Why?

- PAs provide alternate procedures for completing Section 106
  - Complex projects like Gold Line
    - 2-year Project Development schedule
    - Amount of work needed to complete Section 106

4

## Gold Line PA Overview

- PA will identify measures FTA will implement to meet its Section 106 obligations for the Project:
  - Identify historic properties
  - Assess effects
  - Resolve adverse effects
- Developed in consultation with consulting parties
- Legally Binding
- Will be included in the Final EA (draft PA) and Environmental Decision Document (executed PA)

5

## Components of a PA

- Title
  - Identifies undertaking and signatories
- Preamble
  - Identifies statutory authority
  - Establishes undertaking (scope)
  - Role of signatories, invited signatories, and concurring parties

6

## Components of a PA

- Stipulations
  - Heart of the agreement
  - ***Administrative:*** roles and responsibilities, professional standards, modifications to the agreement, dispute resolution, timeline for stipulation implementation, etc.
  - ***Substantive:*** identification of historic properties, assessment of effects, avoidance/minimization/mitigation measures federal agency has agreed to implement

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## Executing a PA

- Signatory
  - Has obligations under Section 106
  - Authority to execute, amend, or terminate the agreement
  - FTA
  - MnSHPO
  - USACE

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## Executing a PA

- Invited Signatory
  - Has obligations under Section 106
  - Authority to amend or terminate the agreement
  - Metropolitan Council
  - MnDOT

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## Executing a PA

- Concurring Party
  - No authority to amend or terminate agreement
  - Signature not required to execute agreement
  - Counties
  - Cities
  - HPCs

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## Major Changes From Draft 01

- Stipulations reorganized
  - Improve organization and flow

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## Major Changes From Draft 01

- Design review and assessment of effects processes
  - Assessment of effects at 30% design – previously 60% design
    - Changed to align with when Project costs are locked in for FTA funding
  - Corresponding changes to consultation post 30% design
    - Consulting party review of 60% Plans added

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## Major Changes From Draft 01

- Standard mitigation measures
  - Added to streamline process for resolving some adverse effects
  - If not used, a mitigation plan is required

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## Major Changes From Draft 01

- St. Paul Urban Renewal Historic District stipulation deleted
  - Will be handled separately under Central Corridor consultation

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## Gold Line PA Stipulations

- **Stipulation I: Applicability**
  - Project scope covered by PA
  - Adding signatories and concurring parties to the PA
- **Stipulation II: Standards**
  - Work under PA will meet SOI's Standards
  - Professional standards required for other work types
  - Tribal expertise, when appropriate

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## Gold Line PA Stipulations

- **Stipulation III: Deliverables & Review Times (prev. XIV)**
  - Timeframes for review of materials by Consulting Parties
    - Prior to construction: **30 days**
    - During construction *and* related to construction activities: **15 days** *(unless otherwise specified) – was previously 10 days*
    - Timeframes may be extended by mutual consent between FTA and MnSHPO
  - Comments on Deliverables
    - Draft: Written comments provided during comment period will be considered in preparing the final document
    - If its not feasible to incorporate comments, FTA will provide a written explanation

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## Gold Line PA Stipulations

- **Stipulation IV: Area of Potential Effects (APE)**
  - Recognizes existing archaeological and architecture/history APEs
  - Process for reviewing and revising APEs during design and construction
  - Evaluation of properties in areas added to the APEs
- **Stipulation V: Survey & Evaluation**
  - Parameters for survey to identify historic properties
    - Required professional standards
    - Process for making NRHP eligibility determinations

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## Gold Line PA Stipulations

- **Stipulation VI: Project Design Development & Review**
  - Project will meet Purpose and Need while avoiding, minimizing, and/or mitigating adverse effects to historic properties
  - Steps for plan review
    - 30% Plans
      - MnDOT CRU reviews plans in relation to APE and prepares Assessment of Effects
      - FTA issues Findings of Effect
      - Consulting Parties review and comment on Plans and Assessment of Effects

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## Gold Line PA Stipulations

- **Stipulation VI: Project Design Development & Review**
  - Steps for plan review (continued)
    - 60%, 90%, 100%, and Modifications to 100% Plans
      - MnDOT CRU reviews plans in relation to APE, FTA's Finding of Effect, design requirements, and Consulting Party input received throughout consultation
      - If necessary, FTA makes new finding of effect • resolution of effect
      - 60% Plans: submitted to Consulting Parties for review and comment
      - 90%, 100%, and Modifications to 100% Plans: consulting parties notified

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## Gold Line PA Stipulations

- **Stipulation VII: Assessment of Effects on Historic Properties**
  - Finding of effect at 30% design and as necessary afterward
  - Consulting Parties review and comment
  - May include recommended standard damage mitigation, measures to avoid or minimize adverse effects, and/or continued consultation
- **Stipulation VIII: Consultation to Resolve Adverse Effects**
  - Resolution is based on nature of property and scale of effect
  - Consultation resulting in avoidance, minimization, and/or development of mitigation plans

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## Gold Line PA Stipulations

- **Stipulation IX: Design Requirements**
  - Stipulation renamed
  - Condition of No Adverse Effect and/or as part of mitigation plans
  - Consulting Parties will consult on design limits (distance from historic property) and provide input on design to SOI Standards

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## Gold Line PA Stipulations

- **Stipulation X: Construction Protection Plan for Historic Properties (CPPHP)**
  - Condition of No Adverse Effect and/or as part of mitigation plans
  - Development with Consulting Parties prior to construction
  - Integration into Project construction documents
  - Content:
    - Construction Protection Measures
    - Historic Property Inspections
    - Contractor Historic Property Awareness and Sensitivity Training
    - Monitoring

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## Gold Line PA Stipulations

- **Stipulation XI: Unexpected Discoveries**
  - Applies to possible historic properties found during construction
  - Suspension of work within 100 feet & protection from further harm
  - Notification processes
  - Survey and evaluation
  - Timeline and steps for recommencing construction

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## Gold Line PA Stipulations

- **Stipulation XII: Unanticipated Effects to Historic Properties**
  - Applies to previously known historic properties affected in unanticipated manner (e.g., damage during construction)
  - Suspension of work within 100 feet & protection from further harm
  - Notification processes
  - Develop course of action to repair damage and prevent further damage
  - Timeline and steps for recommencing construction

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## Gold Line PA Stipulations

- **Stipulation XIII: Reviewing & Reporting of Agreement Implementation**
  - Stipulation renamed and responsibilities clarified
  - Summary reports every 3 months – *previously was every 6 months*
  - Language added to specify content, including implementation of:
    - Conditions for No Adverse Effect findings, including design review
    - Standard Mitigation Measures
    - Mitigation Plans
    - CPPHP
  - Review by consulting parties and the public

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## Gold Line PA Stipulations

- **Stipulation XIV: Dispute Resolution**
  - Involvement of the Secretary of the Interior on disagreements involving NRHP eligibility
  - Involvement of ACHP on disagreements involving findings of effect or resolutions of Adverse Effects
  - Added provision for public objections
- **Stipulation XV: Amendments**
  - Requires agreement among Signatories and Invited Signatories
  - Effective when copy signed by Signatories, Invited Signatories, and ACHP (if needed)
  - Copies provided to all Consulting Parties

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## Gold Line PA Stipulations

- **Stipulation XVI: Duration**
  - New stipulation – language pulled from termination stipulation
  - Period of time that PA will remain in effect
    - 10 years
    - Process added for extending the duration
    - Notification of completion of PA terms
- **Stipulation XVII: Termination**
  - Process for terminating the PA before the end of 10 years

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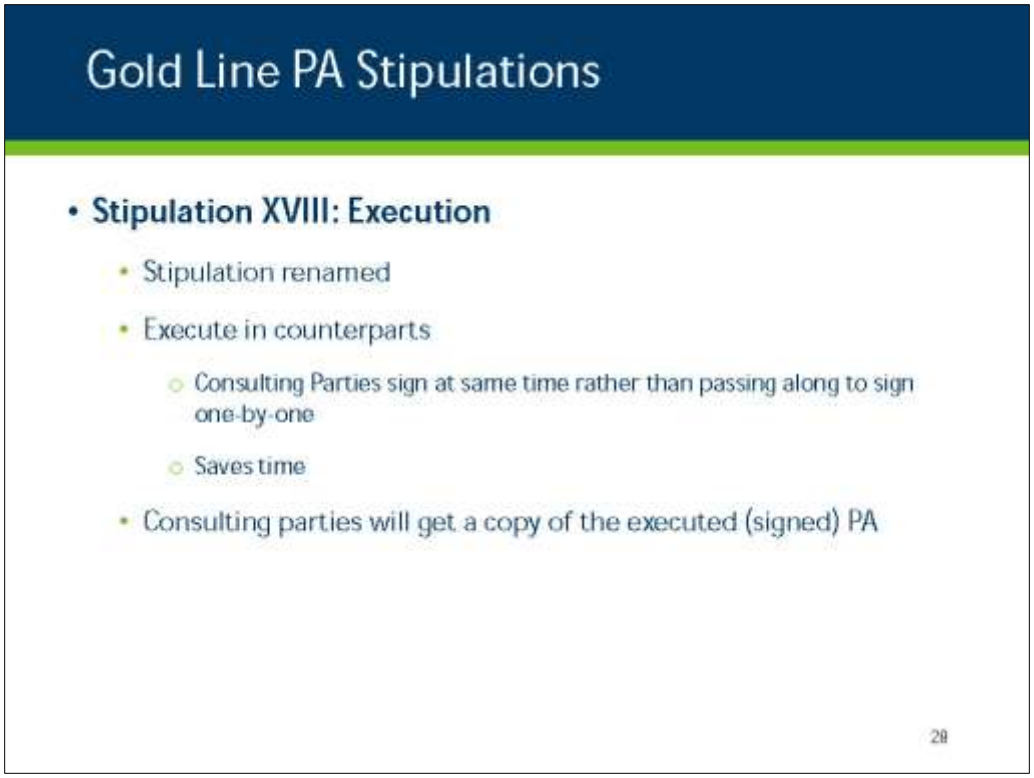
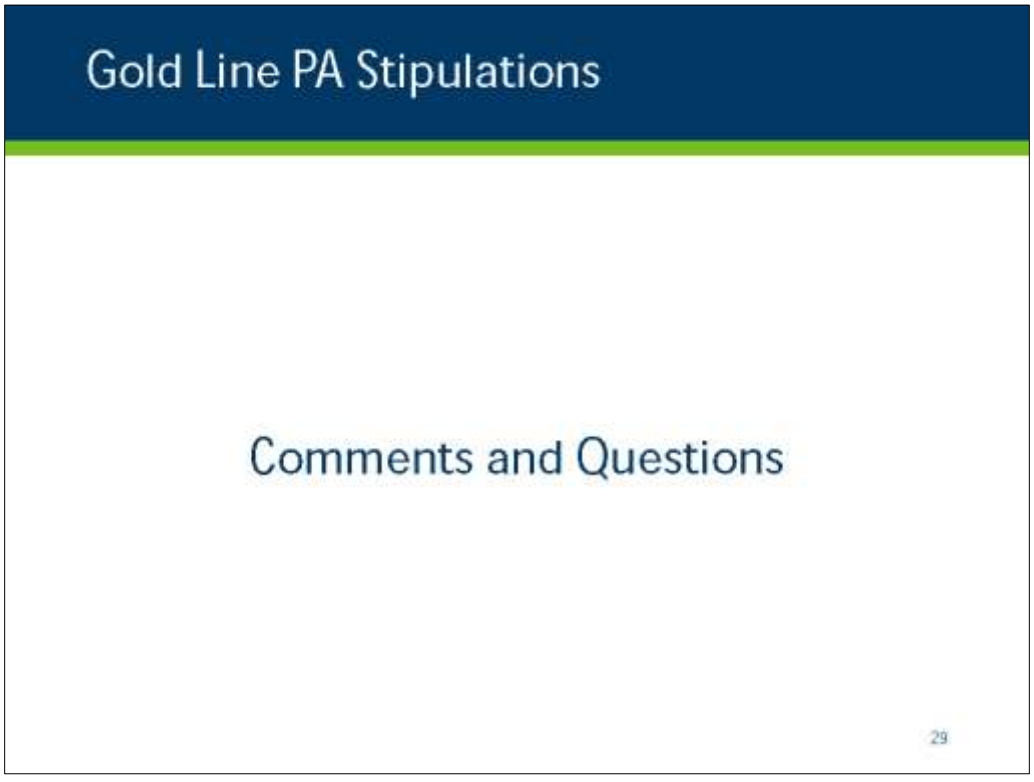

Gold Line PA Stipulations
• Stipulation XVIII: Execution
• Stipulation renamed
• Execute in counterparts
Consulting Parties sign at same time rather than passing along to sign one-by-one
Saves time
• Consulting parties will get a copy of the executed (signed) PA
28


Gold Line PA Stipulations
Comments and Questions
29


Next Steps
• June 28, 2019: Comments due on Draft PA
• Q3 2019: Address consulting party comments
• FTA, MC, SHPO, MnDOT
• Q4 2019:
• Oct/Nov: EA/PA public comment period
• Nov/Dec: Address comments and finalize PA
• Dec: Execute PA
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# C.6. Section 106 Technical Reports and Supporting Documents

The following Project-related Section 106 technical reports and surveys are available for viewing or download on the Project website at https://www.metrotransit.org/gold-line-environmental.

- *Southwest Light Rail Transit Project Research Design for Cultural Resources: Supplement No. 1, Additional Parameters for the Area of Potential Effect for Architecture/History Resources* (Oct. 14, 2014)
- *Literature Review of Previous National Register of Historic Places and Local Heritage Preservation District Surveys and Evaluations of Dayton's Bluff* (August 2016)
- *Gateway Corridor Methodology for Archaeology & Architecture/History Surveys* (Jan. 16, 2015)
- *Gateway Corridor: Gold Line BRT: Archaeological and Architecture/History Area of Potential Effect* (December 2015)
- *Revised Phase 1A Archaeological Assessment for the Gateway Corridor Project* (March 2017)
- *Revised Phase I and II Architecture/History Investigation for the Gateway Corridor* (March 2017; Errata February 2018)
- *Phase II Architecture/History Evaluation: 3M Center* (RA-MWC-0010) (March 13, 2018)
- *"3M Center Landscape and Roadway Features."* Technical memorandum prepared by Mead & Hunt (June 13, 2018)
- *METRO Blue Line Extension Light Rail Transit Project (Formerly Bottineau Transitway) Research Design for Cultural Resources: Supplement No. 1, Additional Parameters for the Area of Potential Effect for Architecture/History Resources* (Sept. 12, 2017)
- *Dayton's Bluff Heritage Preservation District Phase II National Register Historic District Evaluation* (2017)
- *Johnson Parkway Integrity Assessment* (June 2017)
- *Phase II Architecture/History Evaluation: Bell-Weber House* (RA-SPC-2481, 5204) (June 20, 2018)
- *Phase II Architecture/History Evaluation: Tandy Row* (RA-SPC-2619, 5232) (June 20, 2018)
- *Minnesota Architecture/History Individual Property Inventory Form: Kaese House and Warren H. Burger Home* (RA-SPC-2439) (July 2018)
- *Phase II Architecture/History Evaluation: Texas Company Service Station* (RA-SPC-2284) (July 20, 2018)
*Supplemental Phase 1 Archaeological Survey (April 3, 2019)*