



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

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March 31, 2015

Mary Gustafson
Grants Manager
Metropolitan Council/Metro Transit
560 6th Avenue North
Minneapolis, MN 55411

Re: Metro Transit A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul,
Hennepin and Ramsey Counties, Minnesota - Environmental Review Approval

Dear Ms. Gustafson:

The Federal Transit Administration (FTA) has evaluated environmental review documents submitted by Metro Transit for the proposed Metro Transit A Line Bus Improvement Project, Snelling Avenue (Project) in Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota. FTA finds that the Project meets the criteria for a National Environmental Policy Act (NEPA) categorical exclusion in accordance with 23 C.F.R. § 771.118(d).

The Project is a ten mile enhanced bus project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at 20 improved stations roughly every 1/2 mile along the corridor. 18 of the 20 stations are each comprised of two station platforms—one for northbound operations, and one for southbound operations. Two terminal stations each include a single station platform. The total project scope includes 38 station platforms. At 24 of the 38 locations, station platforms will be constructed at existing bus stop locations. At the remaining 14 locations, station platforms will be constructed at relocated bus stops across an intersection from existing stop locations.

Within the limits of the 38 station platforms, the Project will also construct enhanced passenger shelters with premium amenities. Shelters will be sized in a range of modular configurations to accommodate customer demand and fit within site constraints without requiring right-of-way acquisition.

The environmental records reviewed by FTA consisted of a Categorical Exclusion Justification checklist dated March 30, 2015, and additional supporting information. After reviewing this documentation, FTA finds pursuant to 23 C.F.R. § 771.118 that the proposed Project with mitigation to which Metro Transit has committed, will have no significant adverse impact on

the environment. The record provides sufficient evidence and analysis for determining that a categorical exclusion classification is proper.

The documentation includes the following mitigation commitments that Metro Transit will implement during design and construction of the Project:

- Analysis and stakeholder discussions will continue to determine which of the 34 traffic signals along the A Line alignment will be modified for Transit Signal Priority (TSP). Signals identified for TSP will be modified to provide the necessary TSP detector, firmware, equipment, and signal controller. No new traffic signals will be installed as part of this Project. The Project will purchase and deploy up to ten specialized 40-foot buses plus two spare vehicles.
- During construction, Metro Transit will actively seek to minimize community impacts during the construction phase. The phasing of construction activities along Snelling Avenue, Ford Parkway, and 46th Street will be phased to coordinate with other planned reconstruction efforts by others slated for the same (2015) construction season. A Transportation Management Plan (TMP) will be completed as part of the final design phase in order to manage access to pedestrian facilities, properties adjacent to construction sites, bus stops, and other system users. Incentives such as lane rental fees may be built into construction contracts to limit the duration of lane closures (and related traffic disruption) during construction.
- During construction Metro Transit will notify the public and affected business owners or residents in advance of construction activities. Construction will be phased and timed as feasible to minimize the duration and extent of any access impacts. Pedestrian access routes will be maintained throughout construction. Metro Transit has considerable experience in scheduling and staging construction.
- During construction, erosion and sedimentation on all exposed soils within the project will be minimized by using the appropriate Best Management Practices (BMPs) such as ditches, dikes, silt fences, sediment basins, and temporary seeding.
- During construction, Metro Transit will require its contractor to minimize and mitigate noise impacts using all reasonable and feasible practices. Construction activities will be subject to the noise ordinances of each local jurisdiction along the corridor, and as such will be restricted to avoid nighttime hours. Construction specifications will be written to ensure among other practices: limiting the duration of especially noisy activities and planning those activities for times of highest ambient noise levels, turning off idling equipment when not in use, and maximizing use of alternative construction methods. Construction equipment will be fitted with mufflers that would be maintained throughout the construction process.
- Dust generated during construction will be minimized through standard dust control measures such as watering.

Re: Metro Transit A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota - Environmental Review Approval

- Metro Transit will perform minor excavation activities in order to complete sidewalk modifications and to install lighting, conduit, landscaping, signage and other streetscaping improvements. Excavation is expected to be within 2 feet of the surface through the aggregate / concrete base.
- Metro Transit will develop a construction plan that will include provisions for the identification of potential hazardous materials and/or contaminated soils uncovered during excavation and site grading. The plan will further include provisions for the temporary cessation of construction for in-place testing of suspect soils and materials, the temporary on-site storage of these soils and/or materials and their proper re-use or disposal from the site. If contaminated soils are encountered during excavation activities, Metro Transit will halt construction activities and contact the FTA.
- Metro Transit will update the Project website with the revised Section 106 documentation by April 6, 2015.

In accordance with 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA) FTA initiated the Section 106 consultation process with the Minnesota State Historic Preservation Office (SHPO) on January 22, 2014. On November 19, 2014, FTA provided the SHPO with the Areas of Potential Effect (APE). Given the non-linear nature of the Project, the APE is noncontiguous, and generally includes the properties adjacent to and visible from each of the 38 proposed station platforms. The SHPO concurred with this APE in a letter dated December 22, 2014. On January 9, 2015, FTA invited consultation with potential consulting parties, including the St. Paul and Minneapolis historic preservation commissions (HPCs) and potentially interested tribal organizations. The St. Paul HPC requested to be included as a consulting party on the project in a letter to FTA on February 12, 2015. FTA concurred with St. Paul HPC's request on February 17, 2015.

The architectural history survey recorded all elements of the built environment older than 45 years within the APE. A total of 78 properties were inventoried and six properties were found to be potentially eligible for listing in the National Register of Historic Places (NRHP), these properties were further evaluated. Based on this analysis in the Phase I & II Report, FTA determined there would be no adverse effect to the three historic properties within the A Line project APE. On February 18, 2015, FTA requested concurrence on the eligibility and no adverse effect determination from the SHPO. A consultation meeting with staff from FTA, SHPO, St. Paul HPC, and Metro Transit was held on March 16, 2015. Following this meeting, additional exhibits were provided to SHPO and St. Paul HPC. In response to consulting party comments, the Phase I & II Report was updated to include additional information on several properties and references to previously completed context studies and potential local designation. The updated Phase I & II Report was published for public review and comment to the project website (metrotransit.org/a-line-library) on March 20, 2015. The St. Paul HPC reviewed the report at its March 26, 2015 meeting and provided a response letter dated March 26, 2015. SHPO concurred with FTA's No Adverse Effect finding in a letter dated March 30, 2015, concluding the Section 106 consultation process. FTA finds, in accordance with 36 C.F.R. § 800, that the Section 106 coordination and consultation requirements for the Project have been fulfilled.

Re: Metro Transit A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota - Environmental Review Approval

Section 4(f) refers to the original section of the U.S. Department of Transportation Act of 1966, which established requirements for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. Collectively, these types of properties are referred to as "Section 4(f) resources." The requirements for treatment of these resources are codified in federal law in 49 U.S.C. § 303 and 23 U.S.C. § 138, and implemented through regulations at 23 C.F.R. § 774. Based on the environmental documentation referenced above, FTA has determined that the Project would have no effect on any Section 4(f) resources. Consequently, FTA finds that the Section 4(f) regulations at 23 C.F.R. § 774 are not applicable.

This action applies only to the Project as described in the aforementioned Metro Transit correspondence and supporting materials. Any changes to the proposed action which would result in significant environmental impacts not outlined in this documentation, including the disclosure of new information or previously unidentified environmental concerns, will require re-evaluation of this action.

This confirmation of a categorical exclusion does not provide FTA commitment that future Federal funds will be approved for this Project. Any costs incurred under FTA pre-award authority must meet all Federal requirements prior to those costs being incurred in order to retain eligibility of those costs for future FTA grant assistance.

If you have further questions regarding this determination, please contact Bill Wheeler, Community Planner, at (312) 353-2639.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Bill Wheeler, FTA

Date March 30, 2015

Grant Applicant Metropolitan Council

**INFORMATION REQUIRED FOR PROBABLE CATEGORICAL EXCLUSION
(23 CFR Part 771.118)**

A. DETAILED PROJECT DESCRIPTION:

Describe the project including the type (such as bus storage, maintenance, and/or administration facilities). Indicate the size of the proposed facility, number of vehicles and staff it will house. Describe any construction, demolition, and soil excavation activities. Include a brief discussion summarizing the purpose and need for the project (e.g., congestion, state of good repair). Explain in common language how implementation of the project will address the project need, and its proposed use. Include a complete description of the project components such as length of the project in feet or miles, property size, history, ownership information (land management authority), acreage, and document previously conducted studies if applicable. Provide graphics that describe the proposed project.

The A Line is an enhanced bus project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at 20 improved stations roughly every 1/2 mile. The project will not construct any dedicated busways. An overview map of the project is included in **Attachment 1**.

The purpose of the A Line project is to provide faster, more attractive, and highly visible transit service in the corridor without expanding the roadway's footprint. The need for the project is summarized by two key challenges: slow transit travel speeds and inadequate passenger facilities that keep transit from competing with single-occupant vehicles (SOVs) for most of the traveling public.

Slow travel speeds result from buses being stopped for much of their trip through the corridor. Current observations of Route 84, the local service currently operating on Snelling/Ford, show that during peak hours, buses are only in motion about half of the time over the course of the route from 46th Street Station to Rosedale. About a quarter of the time, buses are stopped to board and alight passengers at stops every 1/8 mile. Another quarter of Route 84's running time is spent stopped at the corridor's 34 signalized intersections. A very small amount of delay is accrued from congestion.

Passenger facilities are limited due to space constraints at each stop and by the high number of stops along the corridor. There are currently 106 bus stops along the Snelling/Ford corridor. 25 of these stops have shelters to protect passengers from the elements. Moreover, the vast majority of stops do not have facilities commensurate with their levels of passenger demand; most stops are marked only with a pole in the ground and a small sign.

To address these challenges, the project will construct and deploy four elements: stations, enhanced shelters and amenities, transit signal priority, and specialized vehicles. These elements are described below, along with a description of improved service frequency and a summary of construction phase activities.

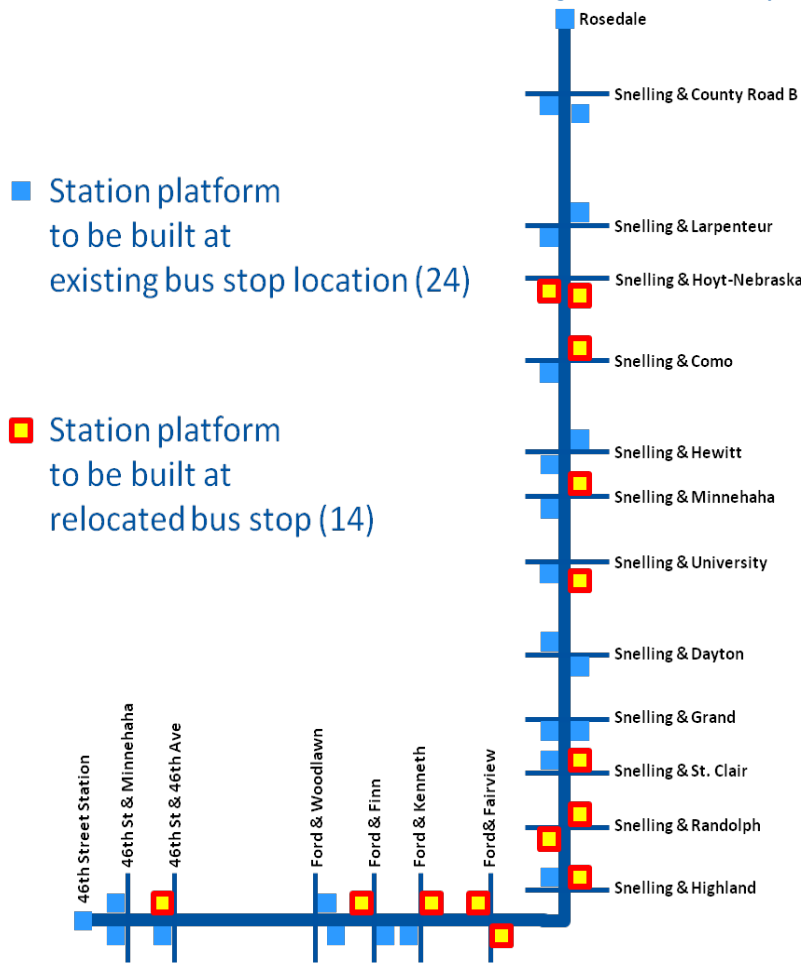
Stations: As shown in **Attachment 1**, the project will build 20 stations approximately every 1/2 mile along the corridor. 18 of the 20 stations are each comprised of two station platforms—one for northbound operations, and one for southbound operations. Two terminal stations each include a single station platform. The total project scope includes 38 station platforms.

All station platforms will be constructed within the existing transportation rights-of-way of Snelling Avenue, Ford Parkway, and 46th Street, or within existing transit center property. Platforms are conceptually defined as 80 feet in length and 10-12 feet in width and may include raised (9-inch) curbs for near-level boarding.

Details on the type of station platform planned for each location are provided in **Attachment 2A** and mapped in **Attachment 2B**. At 24 of the 38 locations, the project will construct sidewalk “bumpouts”, or curb extensions, in existing parking or right-turn lanes in order to provide more transit passenger space. At 12 locations, “curbside” stations will be constructed within existing curb lines and sidewalk space. At the remaining two terminal locations, existing transit center facilities will be retrofitted with curb and sidewalk treatments to create station platforms.

At 24 of the 38 locations, station platforms will be constructed at existing bus stop locations. At the remaining 14 locations, station platforms will be constructed at relocated bus stops across an intersection from existing stop locations. Exhibit 1 shows the station platforms at existing and relocated bus stops. In some of these cases, the existing bus stop will remain open to serve other local bus routes; in other cases, all bus operations will be consolidated and local buses will share the A Line station platform.

Exhibit 1: Location of A Line Station Platforms at Existing / Relocated Bus Stops



Enhanced Shelters and Amenities: Within the limits of the 38 station platforms, the project will also construct enhanced passenger shelters with premium amenities. Shelters will be sized in a range of modular configurations to accommodate customer demand and fit within site constraints without requiring right-of-way acquisition. A generalized conceptual station rendering is included in **Attachment 3**.

Amenities are likely to include the following:

- Identifiable station markers to clearly communicate service availability
- Electronic ticket vending machines to facilitate proof-of-payment fare collection
- Real-time next bus arrival electronic information and static wayfinding information, including clear connections to intersecting service and nearby destinations
- Other amenities including radiant heat lamps, lighting, emergency call boxes, security cameras, waste receptacles, and bicycle racks

Transit Signal Priority (TSP): Analysis and stakeholder discussions are underway to determine which of the 34 traffic signals along the A Line alignment will be modified for TSP. Signals identified for TSP will be modified to provide the necessary TSP detector, firmware, equipment, and signal controller. No new traffic signals will be installed as part of this

project. In some cases, existing signal controllers at intersections may already be compatible with new TSP equipment and may not require installation of a new signal controller.

Specialized Vehicles: The project will purchase and deploy up to ten specialized 40-foot buses plus two spare vehicles. The vehicles were included as options within a recent Metro Transit bus procurement/contract. Specifications include low-floor, 40-foot buses with specialized fairings and a distinctive paint scheme, along with modified seating arrangements to allow for better interior circulation and wider doors for faster boarding and alighting. Up to nine of these vehicles will replace current or planned local bus fleet needs in the corridor.

More Frequent Service: The A Line project will increase transit service in the corridor. Currently, Route 84 travels the length of the project corridor, with service every 10 minutes (6 trips per direction per hour) for much of the day. The A Line will become the primary service in the corridor with improved 10-minute frequency (6 trips per direction per hour). Route 84 will continue to run at a reduced frequency of every 30 minutes (2 trips per direction per hour) to serve local trips and a non-enhanced branch of that route. The A Line project will result in 2 additional buses per direction per hour traveling in the corridor as compared to existing conditions.

Construction Phase Activities: At each station platform site, sidewalk and/or lane demolition and excavation will be required to prepare right-of-way for platform construction. Following excavation, communications infrastructure will be connected to the sites, new sidewalk and platform concrete panels will be poured, and station shelters and amenities will be installed.

Metro Transit will actively seek to minimize community impacts during the construction phase. The phasing of construction activities along Snelling Avenue, Ford Parkway, and 46th Street will be phased to coordinate with other planned reconstruction efforts by others slated for the same (2015) construction season. A Transportation Management Plan (TMP) will be completed as part of the final design phase in order to manage access to pedestrian facilities, properties adjacent to construction sites, bus stops, and other system users. Incentives such as lane rental fees may be built into construction contracts to limit the duration of lane closures (and related traffic disruption) during construction.

_____ B. LOCATION (INCLUDING ADDRESS):

Attach a project location map or diagram, such as a USGS topographic map that identifies the project location. Clearly delineate the project and include streets and features specifically called out in the “detailed project description.” If the project work occurs at more than one location, include those locations and adjoining parcels on the map. This information is partly used to determine the probability of impact on the human and natural environment.

Attachment 1 identifies the project location and the location of the 38 proposed station platforms. The table in **Attachment 2A** provides the address of the adjacent property at each of the 38 station platforms that make up the A Line project, and describes the improvements to be made at each site. **Attachment 2B** provides a corresponding map of this information.

C. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY:

Is the proposed project included in the current adopted MPO plan, either exclusively or in a grouping of projects or activities? What is the conformity status of that plan? Is the proposed project, or appropriate phases of the project, included in the TIP? What is the conformity status of the TIP? Is the project located in an air quality non-attainment area? Is the project exempt from a conformity review per Table 2 of 40 CFR 93.126? Refer to the non-attainment/maintenance area maps at: <http://epa.gov/airquality/greenbk/index.html> to determine if the project is located in an area that meets all National Ambient Air Quality Standards.

The project is consistent with the following:

- Metropolitan Council [2014-2017 Transportation Improvement Plan](#) (TIP, adopted September 25, 2013)
- Metropolitan Council [2030 Transportation Policy Plan](#) (TPP, adopted on November 10, 2010, and amended on May 8, 2013)

The A Line project is included in the 2014-2017 TIP for Section 5307 and CMAQ funds under project numbers TRF-TCMT-14AT and TRS-TCMT-15A. The 2014-2017 TIP and the TPP both conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. The project is not exempt from a conformity review, and is included as “Snelling Ave Bus Rapid Transit” as a regionally significant project in [Appendix F: Clean Air Act Conformance](#) of the Transportation Policy Plan.

The A Line project (located entirely within Hennepin and Ramsey Counties) is not located in a non-attainment area for any air quality standard.

D. LAND USE AND ZONING:

Describe property zoning and consistency with proposed use. Attach a zoning map of the project area and surrounding area. Attach a land use map that identifies land and water uses in the project area. This information is partly used to determine the probability of impact on the human and natural environment. Land use plans, and zoning maps can be obtained from the tax assessor, city, county, or metropolitan planning organizations.

All station platforms will be constructed within existing transportation rights-of-way or at existing transit center locations. Properties adjacent to planned stations are generally zoned residential, business, office, or industrial (see **Attachment 4** for a zoning map and **Attachment 5** for a table of zoning at properties adjacent to station platform sites). The proposed project is consistent with existing and planned uses as transit service supports these uses. The planned stations are of a size and nature that are compatible with the existing and permitted use of adjacent property.

E. TRAFFIC IMPACTS:

Describe potential traffic impacts; including short-term impacts during construction or demolition, and whether the existing roadways have adequate capacity for increased bus and other vehicular traffic as part of the proposed project. Examples of construction-related impacts include lane closures, detours, or dust abatement requirements. Briefly describe traffic control measures required to minimize impacts of construction.

As discussed in the project description, the A Line will not add any dedicated busways or temporal lane restrictions. Three project elements and their implications for traffic are discussed in this part:

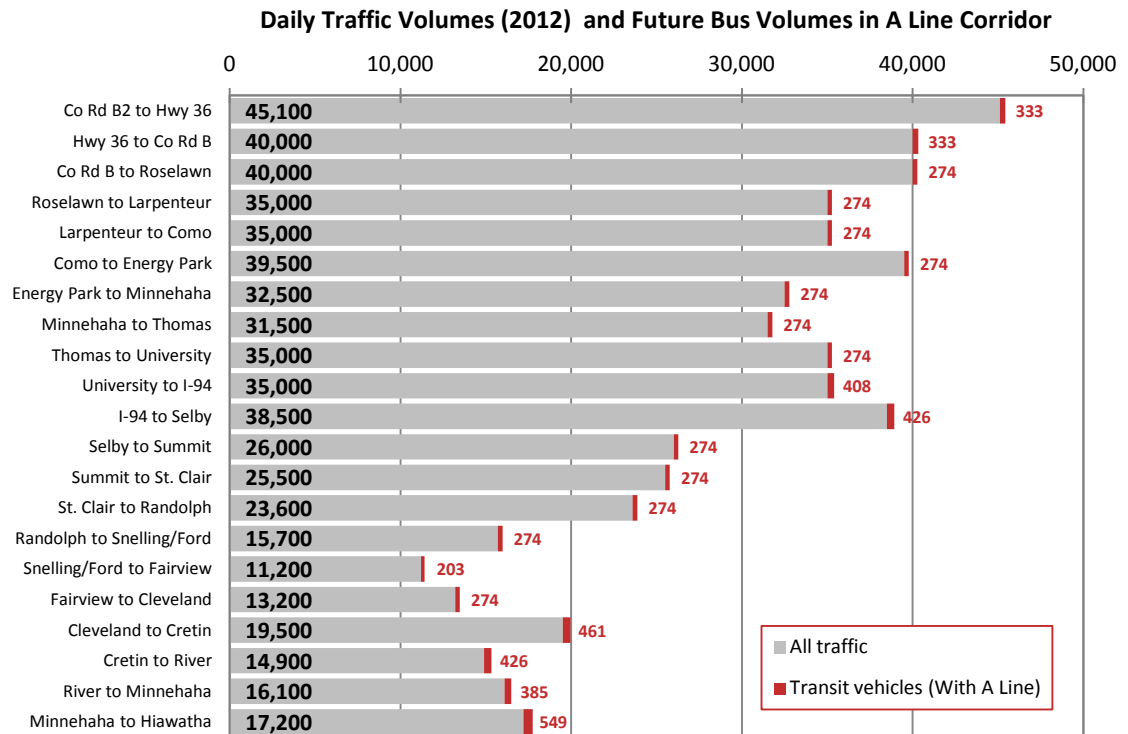
- More frequent transit service
- Transit signal priority
- Bumpouts / curb extensions

Traffic impacts from the project will be minimal, as discussed below.

More frequent service: The A Line project will increase transit service in the corridor. Currently, Hi-Frequency Route 84 travels the length of the project corridor, with service every 10 minutes (6 trips per direction per hour) for much of the day. The A Line will become the primary service in the corridor with 10-minute frequency (6 trips per direction per hour). Route 84 will continue to run at a reduced frequency of every 30 minutes (2 trips per direction per hour) to serve local trips. The A Line project will result in 2 additional buses per direction per hour traveling in the corridor.

Just as bus service does today, the A Line project will operate entirely within mixed traffic lanes (no dedicated busways) and will not reallocate roadway capacity from autos to transit. Capacity for added transit trips is available within Snelling Avenue, Ford Parkway, and 46th Street. Transit vehicles currently make up 1-3 percent of daily traffic volumes on these roadways, which carry between 11,000 and 45,000 vehicles per day. Although the project will bring a substantial increase in transit service to the corridor, the increased bus volumes will still only make up 1-3 percent of traffic in the corridor. Exhibit 2 below shows current daily traffic volumes on the corridor and future (2015, with A Line operational) bus volumes:

Exhibit 2: Daily Traffic Volumes (2012) and Future Bus Volumes in the A Line Corridor





Despite transit’s major role in carrying people through the corridor, its contribution to traffic in streets’ capacity will remain very small. **More frequent transit service will not result in traffic impacts.**

Transit Signal Priority (TSP): Analysis and stakeholder discussions are underway to determine which of the 34 traffic signals along the A Line alignment will be modified for TSP. Signals identified for TSP will be modified to provide the necessary TSP detector, firmware, equipment, and signal controller. No new traffic signals will be installed as part of this project. In some cases, existing signal controllers at intersections may already be compatible with new TSP equipment and may not require installation of a new signal controller.

A detailed study of potential TSP traffic impacts was conducted as part of A Line project planning in 2013. This study forms the basis of ongoing design-phase work to guide TSP implementation. Building on this analysis, the project will use “person-delay” as a key determinant of whether TSP should be implemented at each signal on the corridor. TSP has the potential to *decrease* person-delay by moving more people (on a bus) through an intersection faster; however, doing so may also *increase* delay for people in vehicles on cross streets. For signals where person-delay is increased through addition of TSP, the project will seek to minimize delay by either not installing TSP altogether, or installing an “optimized” system that employs conditions to best balance delays to transit passengers and auto passengers. Such an optimized system could, for example, only place a TSP request when the bus is behind schedule by a certain amount of time, or when the passenger load exceeds a certain threshold. These factors will be carefully balanced and designed in order to minimize delays and maximize travel speeds for users of all modes. **Transit signal priority implementation as part of the A Line project will not result in traffic impacts.**

Bumpouts: The A Line project will construct “bumpouts”, or curb extensions, at 24 of the 38 station platform locations (Locations 6N through 17S, detailed in **Attachments 2A & 2B**). Currently, buses pull out of the travel lanes to stop at these locations. The project will construct bumpouts, which will allow the bus to stop in one of two travel lanes without weaving, as illustrated in Exhibit 3.

Exhibit 3: Bumpout Concept Illustration

<p>General current condition:</p> <ul style="list-style-type: none"> • Bus stop located on near side of intersection • Bus weaves out of travel lane to stop in bus bay / right turn lane 	 <p>The diagram shows a street intersection with a bus stop on the near side. A bus is shown weaving from the travel lane into a bus bay or right turn lane to stop. Labels include 'PARKING', 'BUS', and 'NO PARKING (BUS TAPER)'. A red 'T' symbol indicates the intersection.</p>
<p>Project Improvements:</p> <ul style="list-style-type: none"> • Relocate bus stop to far side of intersection • Construct curb extension station (in red) • Bus stops in one of two through lanes 	 <p>The diagram shows the proposed improvements. The bus stop is relocated to the far side of the intersection. A red curb extension is shown. A 'RAPID BUS' is shown stopping in one of the through lanes. Labels include 'PARKING', 'RAPID BUS', and 'NO PARKING (BUS TAPER)'. A red 'T' symbol indicates the intersection.</p>

In order to understand the potential traffic impacts of an in-lane transit stop, Metro Transit retained a consultant in 2013 to conduct a traffic study. The executive summary of this study is included in **Attachment 6**¹. This study included a detailed microsimulation of the proposed A Line operation using VISSIM, a highly sophisticated tool capable of measuring changes in vehicle- and person-delay resulting from a number of in-road factors, including transit operations. Animations of the traffic simulation running the length of the corridor are available for viewing on YouTube².

The graphic in Exhibit 4 below summarizes the findings of this traffic study. At none of the station locations will adding bumpout platforms degrade the intersection Level of Service (LOS) for automobile traffic.

¹ The full report is available on the project website and can also be provided upon request to Metro Transit: <https://www.metrotransit.org/Data/Sites/1/media/about/improvements/snelling-brt/snelling-avenue-rapid-bus-vissim-evaluation---final-report.pdf>

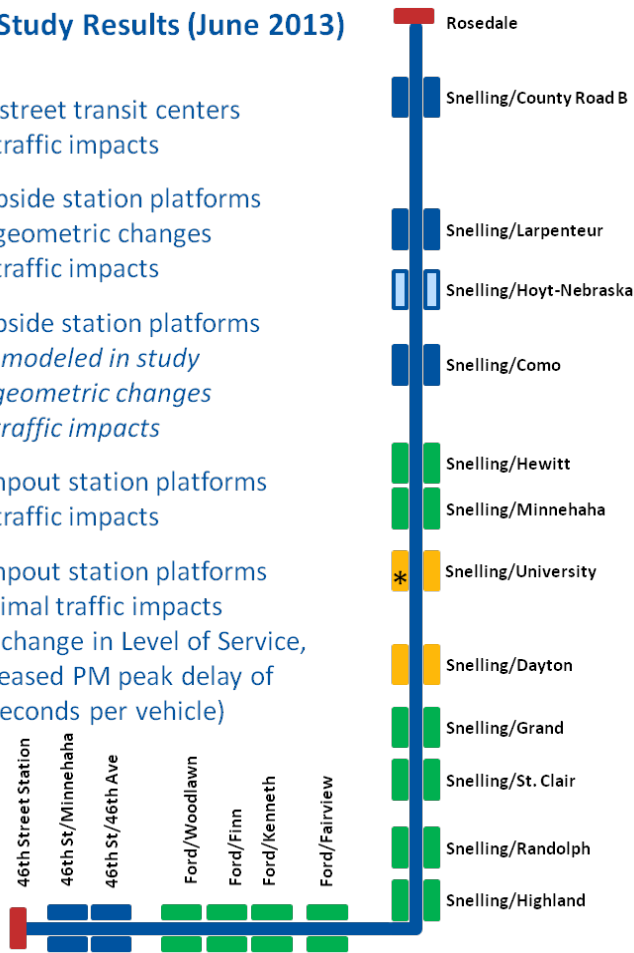
² Northbound PM Peak Simulation: <http://www.youtube.com/watch?v=odOfM3EExc8&feature=youtu.be>
 Southbound PM Peak Simulation: <http://www.youtube.com/watch?v=H196iulyFFI&feature=youtu.be>

Exhibit 4: A Line Traffic Impact Study Results

A Line Traffic Impact Study Results (June 2013)

KEY TO SYMBOLS

- 2 platforms: Off-street transit centers
No traffic impacts
- 10 platforms: Curbside station platforms
No geometric changes
No traffic impacts
- 2 platforms: Curbside station platforms
Not modeled in study
No geometric changes
No traffic impacts
- 20 platforms: Bumpout station platforms
No traffic impacts
- 4 platforms: Bumpout station platforms
Minimal traffic impacts
(No change in Level of Service,
increased PM peak delay of
>5 seconds per vehicle)



**For southbound Snelling/University, results of supplemental September 2014 analysis are shown.*

At 32 of the 38 station platform locations, adding A Line stations and operations was found to result in no additional delay for auto traffic. No impact will result from these station platforms.

Two station platforms, at Snelling & Hoyt and Snelling & Nebraska, were added to the project scope after the traffic study was conducted. Both of these station platforms are curbside station platforms that will not modify the roadway geometry. Buses currently make curbside stops in the travel lane in this segment of Snelling Avenue today; the A Line will operate in a similar way. As such, no traffic impacts will result from these station platforms.

At four platform locations (Location 8N & 8S/Snelling & University, Location 9N & 9S/Snelling & Dayton), traffic models showed that a bumpout station platform and in-lane transit stop would not degrade Level of Service, but would add 5-10 seconds of delay per vehicle in the PM peak period.

Although the minor delay at these four station platforms does not degrade Level of Service, Metro Transit has also sought to further minimize delay at these locations through design

modifications. As a result of these findings, the following actions have been taken to minimize delay to autos:

- Location 8N & 8S (Northbound and Southbound Snelling & University): Multiple alternative station sites were analyzed at this intersection. Based in part on traffic analysis, interagency staff recommended that alternative sites for bumpout platforms be pursued at this location. As an additional action to minimize auto delay, local (non-A Line) buses will stop at separate, out-of-traffic stops at this location. Local buses will have longer, less predictable dwell times than the A Line, and as such, will stop out of the traffic flow in order to minimize traffic impacts.
- Location 9N & 9S (Northbound and Southbound Snelling & Dayton): Multiple alternative sites were considered for stations in this vicinity based on traffic modeling results. Working with interagency stakeholders at MnDOT and the City of St. Paul, Metro Transit identified that Dayton Avenue would be the best location for a station to minimize delay to autos, and has worked with MnDOT to address traffic flow issues in this area as part of a broader roadway reconstruction effort to be led by MnDOT.

In summary, adding station platforms will result in no traffic impact at 34 of the 38 station platforms. With minimization as described above, this project will result in minimal traffic impacts at four platform locations, with delay of 5-10 seconds per vehicle during PM peak periods.

F. CO HOT SPOTS:

If there are serious traffic impacts at any affected intersection and if the area is in an air quality non-attainment area for CO, demonstrate that CO hot spots will not be created as a result of the project.

The Twin Cities Metro area is not an air quality non-attainment area for CO. While the Twin Cities Metro area is considered a CO maintenance area, the project area's counties (Hennepin and Ramsey) are not included in the EPA's [listed maintenance counties](#). As documented in Part E, this project will not result in any serious traffic impacts.

G. PM2.5 AND PM10 HOT SPOTS:

If there are serious traffic impacts at any affected intersection, and if the area is a nonattainment or maintenance area for any particulate matter (PM2.5 or PM10), then demonstrate that PM2.5 or PM10 "hot spots" will not result. In nonattainment areas, interagency concurrence and documentation must be attached. If the proposed project is not in a non-attainment or maintenance area for PM2.5 and PM10, then state this in the discussion. Refer to the non-attainment/maintenance area maps at: <http://epa.gov/airquality/greenbk/index.html> to determine if the project is located in an area that meets all National Ambient Air Quality Standards.

The A Line project is not in a non-attainment or maintenance area for PM-2.5 or PM-10. As documented in Part E, this project will not result in any significant traffic impacts.

H. HISTORIC RESOURCES:

Describe any cultural, historic, or archaeological resources located in the immediate vicinity of the proposed project and the impact of the project on the resources. Show these resources on a map. FTA initiates all consultations per Section 106 of the National Historic Preservation Act (NHPA). FTA also makes a determination of “No Effect/No Historic Properties” or “No Historic Properties Affected,” if no historic resources or potential to affect resources exists. FTA requests concurrence for this determination from the appropriate State Historic Preservation Office (SHPO) or Tribal Historic Preservation Office (THPO). SHPO/THPO concurrence must be included as an attachment before NEPA approval. If an “Adverse Effect” determination is made as a result of the proposed project, rather than a “No Effect/No Historic Properties” or “No Historic Properties Affected” determination, then FTA may request a higher NEPA class of action to evaluate alternatives or mitigation measures to deter these adverse effects. For more about Section 106 consultations: <http://www.achp.gov/106summary.html>. If the project has potential effects to NRHP-eligible or listed projects, the Section 106 process must be followed: <http://www.achp.gov/regsflow/html>. Projects involving modifications to historic buildings or structures should comply with the *Secretary of the Interior Standards for the Rehabilitation of Historic Structures*, which is available from the SHPO/THPO and <http://www.nps.gov/hps/TPS/tax/rhb/stand.htm>.

The A Line project will have no adverse effect on historic properties. A summary of the Section 106 process is included below; all documentation of the consultation process is included in **Attachment 7**.

In accordance with 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA) FTA initiated the Section 106 consultation process with the Minnesota State Historic Preservation Office (SHPO) on January 22, 2014. On November 19, 2014, FTA provided the SHPO with the Areas of Potential Effect (APE). Given the non-linear nature of the Project, the APE is noncontiguous, and generally includes the properties adjacent to and visible from each of the 38 proposed station platforms. The SHPO concurred with this APE in a letter dated December 22, 2014. On January 9, 2015, FTA invited consultation with potential consulting parties, including the St. Paul and Minneapolis historic preservation commissions (HPCs) and potentially interested tribal organizations. The St. Paul HPC requested to be included as a consulting party on the project in a letter to FTA on February 12, 2015. FTA concurred with St. Paul HPC’s request on February 17, 2015.

An architectural history survey was completed for properties within the APE. The architectural history survey recorded all elements of the built environment older than 45 years within the APE. A total of 78 properties were inventoried and six properties were found to be potentially eligible for listing in the National Register of Historic Places (NRHP); these properties were further evaluated. Findings regarding those six properties are summarized in Exhibit 5. Based on this analysis in the Phase I & II Report, FTA determined there would be no adverse effect to the historic properties within the A Line project APE. On February 18, 2015, FTA requested concurrence on the eligibility and no adverse effect determination from the SHPO.

Exhibit 5: Summary of Historic Property Eligibility and Effects Findings

	Eligibility Finding	Effects Finding
Farmers' Union Grain Terminal Association Headquarters (TIES)	Eligible. This building was previously determined to be eligible for listing in the NRHP in 1995. The historic integrity of the property was re-assessed, and FTA finds that the property remains eligible under Criterion C.	No adverse effect. The proposed stations will not diminish the physical qualities of the historic property and will not further diminish its setting beyond the existing conditions. For these reasons, FTA finds that the A Line would have No Adverse Effect on the Farmers' Union Grain Terminal Association Headquarters building.
Hubert H. Humphrey Job Corps Center (Bethel Academy and Theological Seminary)	Eligible. This campus was previously evaluated as a potential historic district and found to be <u>not eligible as a district</u> . Building 1 and Building 3 within the campus were evaluated for individual eligibility in 2012, and FTA finds that these two buildings remain eligible for listing in the NRHP.	No adverse effect. The proposed stations will not diminish the physical qualities of the historic property and will not further diminish its setting beyond the existing conditions. For these reasons, FTA finds that the A Line would have No Adverse Effect on the former Bethel Academy Buildings 1 and 3.
Minnesota State Fairgrounds	Eligible historic district. Because portions of the fairgrounds are within the APE, the property was evaluated as a potential historic district. FTA finds that the Fairgrounds property is a historic district eligible for listing in the NRHP.	No adverse effect. The portion of the proposed historic district within the APE at Como Avenue (Station 5S) would not contribute to the district, and therefore, visual changes resulting from this station will not affect contributing portions of the proposed district and, therefore, will have No Adverse Effect on the historic property. Stations 4N and 4S at Nebraska and Hoyt Avenues will not diminish the physical qualities of the proposed historic district, and the slight visual change will not diminish its setting. For these reasons, FTA finds that the A Line would have No Adverse Effect on the proposed Minnesota State Fair Historic District.
Gloria Dei Lutheran Church	Not eligible. This property was evaluated for NRHP eligibility. FTA finds that the property is not eligible for listing in the NRHP under Criterion A.	N/A
1578 Highland Parkway (former Fire Station No. 19)	Eligible. This property was evaluated for NRHP eligibility. FTA finds that the property is eligible for listing in the NRHP under Criterion A.	No adverse effect. The proposed stations will not diminish the physical qualities of the historic property, and the slight visual change will not diminish its setting. For these reasons, FTA finds that the A Line would have No Adverse Effect on Fire Station No. 19.
2004 Ford Parkway (former Highland Park State Bank)	Not eligible. This property was evaluated for NRHP eligibility. FTA finds that the property is not eligible for listing in the NRHP.	N/A

A consultation meeting with staff from FTA, SHPO, St. Paul HPC, and Metro Transit was held on March 16, 2015. Following this meeting, additional exhibits were provided to SHPO and St. Paul HPC. In response to consulting party comments, the Phase I & II Report was updated to include additional information on several properties and references to previously completed context studies and potential local designation. The updated Phase I & II Report was published for public review and comment to the project website (metrotransit.org/a-line-library) on March 20, 2015. The St. Paul HPC reviewed the report at its March 26, 2015 meeting and provided a response letter dated March 26, 2015. SHPO concurred with FTA's No Adverse Effect finding in a letter dated March 30, 2015, concluding the Section 106 consultation process. FTA finds, in accordance with 36 C.F.R. § 800, that the Section 106 coordination and consultation requirements for the Project have been fulfilled.

I. VISUAL QUALITY:
Describe the existing visual setting, identify any sensitive views/viewers, and describe the visual impact of the proposed project.

The visual character of the corridor is mainly urban, composed of vehicle (bus and automobile) oriented streets, with a mix of commercial/retail and industrial buildings, multi-unit residential building (old, rehabilitated old, and modern), and some single family residential houses. Other adjacent uses include large surface parking lots, especially in the Roseville portion of the project area, and the vacant, formerly industrial Ford Plant adjacent to Ford Parkway. Residents and other viewers adjacent to the corridor have views of the streets (which carry between 11,000 and 45,000 vehicles per day), sidewalks, and bus shelters.

The A Line project will not alter the visual setting within the project area. Transit shelters are already present throughout the existing corridor. The replacement of these shelters and the addition of new transit shelters will fit the existing visual nature of the area. Stations will be sized to fit the context of each individual intersection and the scale of adjacent buildings. See **Attachment 3** for the generalized conceptual station rendering. The addition of specialized vehicles and the increase in bus service frequency will not create substantial visual changes, as buses will still only make up 1-3 percent of the traffic on the corridor.

J. NOISE:
Compare distance between the center of the proposed project and the nearest noise receptor to the screening distance for this type of project in FTA's noise and vibration guidelines (Section 4.2 in FTA guidelines). If the screening distance is not achieved, attach a "General Noise Assessment" with conclusions. FTA guidelines can be found at:
[www.fta.dot.gov/documents/FTA Noise and Vibration Manual.pdf](http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf).

In its operational phase, the A Line project will not result in substantial noise impacts. The A Line is a bus-only project that will increase bus volumes modestly over current conditions. The project area is a fully developed urban area; A Line vehicles will travel on busy commercial corridors with high background traffic volumes ranging from 11,000 to 45,000 vehicles per day. As noted in the response to Part E (Traffic Impacts), the A Line project will result in a net increase of two bus trips per hour per direction over existing transit service by

substantially replacing existing service in the corridor. Even with the addition of the A Line, bus volumes will make up just 1-3 percent of total traffic volumes on the corridor (detailed in Exhibit 2).

With four additional transit vehicles in operation per hour (two per direction), the project noise level would be approximately 55 dBA Leq (h). Background noise levels in an urban environment such as the A Line project area are commonly above 60 dBA Leq(h). With these conditions, the project would result in No Impact according to the FTA Noise Impact Criteria for Transit Projects Figure 3.1 (FTA Noise and Vibration Impact Assessment, May 2006).

In its construction phase, Metro Transit will require its contractor to minimize and mitigate noise impacts using all reasonable and feasible practices. Construction activities will be subject to the noise ordinances of each local jurisdiction along the corridor, and as such will be restricted to avoid nighttime hours. Construction specifications will be written to ensure among other practices: limiting the duration of especially noisy activities and planning those activities for times of highest ambient noise levels, turning off idling equipment when not in use, and maximizing use of alternative construction methods.

_____ K. VIBRATION:

If the proposed project includes new or relocated steel rails/tracks, compare the distance between the center of the proposed project and the nearest vibration receptor to the screening distance for this type of project in FTA's guidelines (Section 9.2 in FTA guidelines). If the screening distance is not achieved, attach a "General Vibration Assessment" with conclusions. FTA guidelines can be found at: [www.fta.dot.gov/documents/FTA Noise and Vibration Manual.pdf](http://www.fta.dot.gov/documents/FTA%20Noise%20and%20Vibration%20Manual.pdf).

Not applicable. This project does not include steel tracks.

_____ L. ACQUISITIONS & RELOCATIONS REQUIRED:

Describe land acquisitions and displacements of residences and businesses. Include current use, ownership, and the date and type of property transaction (such as lease or purchase). If FTA funds are used to acquire property or the property is used as local match, then the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (<http://www.fhwa.dot.gov/realestate/ua/ualic.htm>) must be followed and documented. No offers or appraisals may occur prior to FTA's approval of a NEPA evaluation.

Not applicable. Because the project will be constructed entirely within existing transportation rights-of-way, no acquisitions or relocations will be required.

_____ M. HAZARDOUS MATERIALS:

If real property has been acquired, has a Phase I site assessment for contaminated soil and groundwater been performed? If a Phase II site assessment is recommended, has it been completed? What steps will be taken to ensure that human and ecological receptors in the project area are protected from contamination encountered during construction and operation of the project? State

the results of consultation with the State agency with jurisdiction over proposed remediation of soil and/or groundwater contamination. Include anticipated effects of the project on asbestos-containing building materials and lead-based paints.

No real property will be acquired for this project, as the A Line will be constructed entirely within existing transportation rights-of-way. Consistent with construction within a State trunk highway, a Phase I assessment is being performed on the portion of the corridor located on Snelling Avenue (Trunk Highway 51). The information will be used to identify any properties requiring additional investigation prior to construction.

Metro Transit will perform minor excavation activities in order to complete sidewalk modifications and to install lighting, conduit, landscaping, signage and other streetscaping improvements. Excavation is expected to be within 2 feet of the surface through the aggregate / concrete base.

The construction plan will include provisions for the identification of potential hazardous materials and/or contaminated soils uncovered during excavation and site grading. The plan will further include provisions for the temporary cessation of construction for in-place testing of suspect soils and materials, the temporary on-site storage of these soils and/or materials and their proper re-use or disposal from the site. If contaminated soils are encountered during excavation activities, Metro Transit will halt construction activities and contact the FTA.

_____ N. SOCIAL IMPACTS AND COMMUNITY DISRUPTION:

Provide a socio-economic profile of the affected community. Describe the impacts of the proposed project on the community. Identify any community resources that would be affected and the nature and extent of the effect.

This corridor includes portions of the two central cities in the Twin Cities Metropolitan Area, Minneapolis and Saint Paul, along with two neighboring northern suburbs, Roseville and Falcon Heights. There are approximately 71,896 individuals living within one half mile of the project (see map in **Attachment 9**). Median household income in the project area is \$62,743. Within this project area population, 12 percent of people are living below poverty levels. Among those who work, 10 percent use transit as their primary commuting means. 12 percent of all households do not have a vehicle. For additional demographic detail, refer to Part O, which also provides additional information regarding Environmental Justice.

Because the project does not include dedicated runningways and because all project elements will be constructed within existing rights-of-way, the proposed project will not affect, separate, or isolate any neighborhoods or communities along the corridor.

As a fully developed urban area, the A Line project area contains many community resources. Community resources proximate to the project include two colleges, several schools, several places of worship, funeral chapels, a job center, and the Minnesota State Fairgrounds, as well as the parks and recreation centers noted in Part P. The corridor is also lined with commercial nodes. The project will not result in permanent impacts to these community resources.

Construction impacts, which will be short in duration and minimal in scope, are described in Part V.

Moreover, non-automotive access to community resources will be positively impacted by the project's enhanced transit service and facilities. These facilities and service will improve the transit experience for the corridor communities, and better connect people to shopping, employment, education, and recreation opportunities.

The A Line project will positively impact the community's ability to use transit throughout the day. The project will increase frequency and span of transit service in the corridor, particularly on evenings and weekends. With 10-minute all-day and weekend frequency, the A Line will become the primary transit service in the corridor, serving stations approximately every half mile. Local Route 84 will continue to serve every stop along the corridor (roughly every 1/8 mile), with frequency reduced from 10 minutes to 30 minutes. As a result of this service plan, a small percentage of Route 84 customers who use bus stops between A Line stations will experience a service reduction at their current stops, but will be able to walk 1-2 blocks to reach an A Line station and the more frequent, premium service and experience it provides. As with light rail and other transitway investments, the A Line is expected to induce people to walk a longer distance to reach a station.

The project will result in a minor impact to customers who will be required to walk slightly further to access a station. Analysis and community outreach has informed the selection of A Line station locations to best provide access where the majority of customers are currently. Boarding data indicates that approximately 74 percent of customers are boarding today at A Line stations and will experience no access impact as a result of the A Line. The project will minimally impact 22 percent of customers by increasing walk distance by 1/8 mile to reach a station. Only four percent of customers (139 people of nearly 4,000 daily riders) will need to walk approximately 1/4 mile to get to a station; these customers will also have the choice of local bus service on Route 84 at their current stops. Customer ridership by walk distance to station is summarized in Exhibit 6.

Exhibit 6: Ridership At and Adjacent to A Line Stations (4th Quarter 2013 Data)

Where customers board today / Walk distance to station	Number of Daily Boardings	Percent of Total
At A Line station locations (No access impact)	2,914	74%
Within 1 stop of A Line station locations (Approximately 1/8 mile additional walk to station)	895	22%
Within 2 stops of A Line station locations (Approximately 1/4 mile additional walk to station)	139	4%

The additional walk impact for the small number of customers will be offset by the positive impacts of faster, more reliable service and more comfortable station facilities provided by the project. Transit signal priority, specialized buses, electronic ticketing, and station design will improve schedule reliability for all transit users. The station platforms and shelters will provide a more comfortable experience for bus patrons.

_____ O. ENVIRONMENTAL JUSTICE:

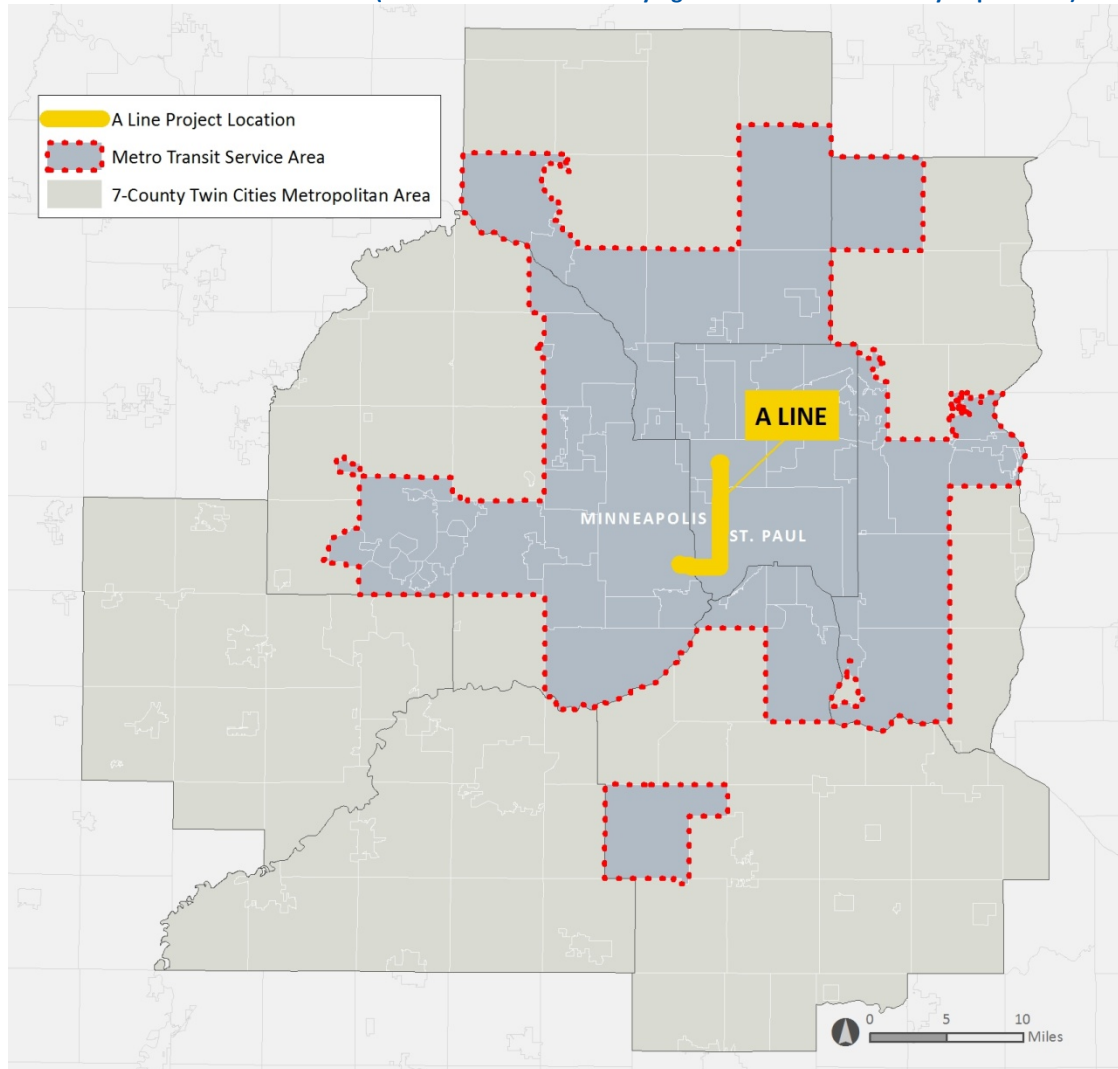
Identify the concentrations of minority and low-income populations in the area. Following FTA guidelines on environmental justice (FTA Circular 4703.1), define “minority” and “low-income” populations, and describe whether or not the project would result in disproportionately high and adverse impacts on minority or low-income populations.

Identification of Minority and Low-Income Populations

Per FTA guidelines, minority populations are any readily identifiable group or groups of minority persons who live in geographic proximity; similarly, low-income populations are any readily identifiable group or groups of low-income persons who live in geographic proximity. Minority includes persons who are American Indian and Alaska Native, Asian, Black, or African American, Hispanic or Latino, and/or Native Hawaiian and other Pacific Islander. A low-income person is one whose median household income is at or below the Department of Health and Human Services poverty guidelines.

To identify minority and low-income populations, the population in A Line project area is compared to the population in a reference area. The reference area for this project is the Metro Transit Service Area, which encompasses the core cities of Minneapolis and St. Paul along with 82 suburban communities. The Metro Transit Service Area is outlined in red in Exhibit 6.

Exhibit 7: Metro Transit Service Area (Reference Area for Identifying Low-Income and Minority Populations)



Low-Income Population

Within the Metro Transit Service Area, 10.4 percent of the population is living at or below the poverty guidelines, and is thereby considered “low-income” (calculation in Exhibit 7).

Exhibit 8: Low-Income Population in Reference Area (2008-2012 American Community Survey Data)

Total Population (for whom poverty is calculated)	Number Low-Income	Percent Low-Income
2,083,844	216,858	10.4%

People living in block groups within the A Line project area where the poverty rate exceeds the service area average of 10.4 percent are considered “low-income populations”. These are identified with a yellow hash symbol in **Attachment 10**, which maps the poverty rate by block group for the A Line service area. As illustrated in **Attachment 10**, many people living in the block groups immediately adjacent to the A Line alignment are living below the poverty line. 28 of the 86 block groups within 1/2 mile of the A Line exhibit poverty rates greater than 10.4 percent. These block groups are relatively evenly distributed throughout the project area.

Minority Population

Within the Metro Transit Service Area, 18.5 percent of the population is of a race other than non-Hispanic white and is thereby considered “minority” (calculation in Exhibit 7).

Exhibit 9: Minority Population in Reference Area (2008-2012 American Community Survey Data)

Total Population	Number Minority (Not “White, Non-Hispanic”)	Percent Minority
2,120,270	361,909	18.5%

People living in block groups within the A Line project area where the minority population rate exceeds the service area average of 18.5 percent are considered “minority populations”. These are identified with a yellow hash symbol in **Attachment 11**, which maps the minority rate by block group for the A Line service area.. As illustrated in **Attachment 11**, concentrations of minority populations can be found throughout the corridor.

Engagement with Environmental Justice Populations

Due to the dispersed nature of low-income and minority populations throughout the A Line project area, project engagement meeting locations were spread throughout the corridor in order to provide meeting access to all corridor residents. Meetings were held in transit-accessible locations to serve people who depend on transit, and at various times of day in order to accommodate non-traditional work schedules.

Metro Transit on-board rider surveys consistently indicate that bus riders in the Twin Cities are more likely to be people of color and more likely to report low incomes than the region as a whole. In order to engage bus riders, a traditionally hard-to-reach group of people, staff engaged directly with riders waiting at high-volume bus stops along the A Line project area in order to provide information about the project, advertise further input opportunities, and receive comments.

Burdens and Benefits Identified by Environmental Justice Populations

Throughout the pre-design planning and early design phases, benefits and burdens identified through engagement activities mirrored those identified in the Detailed Project Description and aligned with the goals of the project. During engagement efforts, community members were not asked to self-identify as persons of color or provide information on income level, so linking particular benefits or burdens to environmental justice populations is not possible. Full summaries of comments received during each engagement phase are available at the following links:

- [July 2013: Pre-Design Planning Phase³](#)
- [January 2013: Pre-Design Planning Phase \(Focus on north end of corridor\)](#)
- [May 2014: Concept Plan Phase](#)

Analysis of Impacts to Environmental Justice Populations

³ All linked documents are archived in the project file and can be made available upon request to Metro Transit.

As described in previous sections of this document, construction and deployment of the A Line project’s capital elements will not result in substantial impacts to any populations within the project area. As disclosed in Part N, a small proportion of current transit customers will need to walk further from their current boarding locations to access the A Line stations. This minor impact is distributed on customers throughout the corridor, and is not borne disproportionately by minority or low-income populations.

The project will not result in disproportionately high or adverse human health and environmental effects, including social and economic effects, on minority and/or low-income populations. It will not remove resources from projects or negatively impact any projects in areas with minority or low-income populations. The project fairly distributes the benefits of improved transit service and facilities among minority and/or low-income and non-minority/non-low-income populations, and does not deny, reduce, or delay the receipt of benefits by minority and low-income populations.

P. USE OF PUBLIC PARKLAND AND RECREATION AREAS:

Indicate parks, recreational areas, wildlife refuges, and/or trails on a project location map (Section 4(f) resources). Describe how the activities and purposes of these resources will be affected by the project. Based on the definitions of use outlined in 23 CFR § 774, determine if the project will result in an actual (direct), temporary, or constructive (proximity impacts) use of the Section 4(f) resource. Locate Section 4(f) properties on project map. Refer to: <http://www.section4f.com/home.htm>.

A map of the parks and recreational resources in the vicinity of proposed A Line stations is provided in **Attachment 13**. Nine (9) Section 4(f) resources are located within 1/4 mile of the project sites. These resources are listed in Exhibit 9 below and numbered to correspond with the detail insets provided in the map in **Attachment 13**.

Exhibit 10: List of Parks & Recreation Resources within 1/4 Mile of Project Sites

Map #	Resource name	Address	Approximate distance from nearest station
1	Curtiss Field	1551 W Iowa Ave. Falcon Heights, MN 55108	635 feet SE of Location 3N (Northbound Snelling & Larpenteur)
2	Tilden Park	1521 Albany Ave. Saint Paul, MN 55108	400 feet NE of Location 5N (Northbound Snelling & Como)
3	Hamline Park	1564 Lafond Ave. Saint Paul, MN 55104	900 feet south of Location 7S (Southbound Snelling & Minnehaha)
4	Mattocks Park	451 Macalester St. Saint Paul, MN 55105	750 feet NW of Location 12S (Southbound Snelling & Randolph)
5	Highland National Golf Course / Highland Park	1403 Montreal Ave. (golf) 1200 Montreal Ave. (park) Saint Paul, MN 55116	540 feet SE of Location 13N (Northbound Snelling & Highland)
6	Hillcrest Recreation Center	1978 Ford Pkwy. Saint Paul, MN 55116	80 feet south of Location 15S (across Ford Pkwy from Southbound Ford & Kenneth) 80 feet east of Location 15N (across Kenneth Street from Northbound Ford & Kenneth)

Map #	Resource name	Address	Approximate distance from nearest station
7	Mississippi River Gorge Regional Park	5114 S Mississippi River Blvd, Minneapolis, MN 55430	300 feet west of Location 17S (Southbound Ford & Woodlawn)
8	Central Mississippi Riverfront Regional Park	West bank of Mississippi River	800 feet east of Location 18N (Northbound 46th & 46th)
9	Minnehaha Regional Park	4801 S Minnehaha Park Dr. Minneapolis, MN 55417	80 feet east of Location 18N (across 46th Avenue from Northbound 46th & 46th)

At each station location, all project elements will be constructed entirely within rights-of-way that are already disturbed for transportation use. The A Line project will not result in any direct use of the identified Section 4(f) resources.

Q. IMPACTS ON WETLANDS:

Show potential wetlands and boundaries on a map. Integrate data from the National Wetlands Inventory. Describe the project’s impact on on-site and adjacent wetlands. If the project impacts wetlands, provide documentation of consultations and permits from the U.S. Army Corps of Engineers, as well as, minimization and mitigation efforts. If applicable, provide documentation to demonstrate that wetlands are not present, or the proposed project will not impact any wetland areas.

The project will be constructed entirely within existing transportation rights-of-way. There are no wetlands present near any proposed stations. The project will not impact any wetland areas.

R. FLOODPLAIN IMPACTS:

Determine if the project is within a 100-year floodplain. Review FEMA 100-year FIRMs on the FEMA website: http://msc.fema.gov/webapp/wcs/stores/servlet/info?storeId=10001&catalogId=10001&langId=-1&content=firnetteHelp_0&title=FIRMette%20Tutorial. Include a FIRM floodplain map, if available. Include all floodplain FIRM numbers that occur in the project area and the effective or revision date for each FIRM. Include the FEMA FIRM numbers for the project area, even if the 100-year floodplain has not been delineated. If the proposed project is located within the 100-year floodplain describe what will be done to address possible flooding of the proposed project location and flooding induced by the project due to reduced capacity to retain storm water runoff. Provide documentation on how the project will be designed to restore floodplain capacity. If applicable, provide documentation to demonstrate that the project is not sited in a floodplain. If a determination cannot be made whether or not the project is within a 100-year floodplain, contact the county flood control district or the local floodplain manager for assistance.

None of the stations in the project are located within the 100-year floodplain. FIRMs for the project area are as follows:

- FIRM Panel 27123C0020G (North of Roselawn Avenue in Ramsey County)
- FIRM Panel 27123C0085G (Roselawn Avenue to Grand Avenue in Ramsey County)
NOT PRINTED
- FIRM Panel 27123C0091G (Grand Avenue to Cretin Avenue in Ramsey County) NOT
PRINTED
- FIRM Panel 27123C0087G (Cretin Avenue to Mississippi River in Ramsey County)
- FIRM Panel 27053C0387E (Mississippi River to 31st Avenue in Hennepin County)
- FIRM Panel 27053C0386E (West of 31st Avenue in Hennepin County)

S. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES:

If any of these resources are implicated, describe the project's potential impacts. Determine if National Pollutant Discharge Elimination System (NPDES) permits are applicable as a result of ground disturbance or point sources that will discharge pollutants into waters of the United States. Refer to best practice measures at: <http://cfpub.epa.gov/npdes/stormwater/menuofbmps/>. How will storm water be treated during and after construction? How will wastewater from bus washing facilities be treated? Determine if project area is in a sole-source aquifer, if not document in narrative: <http://cfpub.epa.gov/safewater/sourcewater/sourcewater.cfm?action=SSA>.

The proposed project will have no impact on navigable waterways or coastal zones as none of these are located in or near project sites. The project is not located within a sole-source aquifer; the nearest sole-source aquifer is approximately 90 miles north of the project area⁴.

The project falls within the jurisdiction of the Rice Creek Watershed District, Capitol Region Watershed District, and Minnehaha Creek Watershed District. Initial coordination meetings with each of these organizations were held in April-May 2014. Concerns expressed at these meetings are as follows:

- Rice Creek Watershed District⁵: No specific concerns expressed.
- Capitol Region Watershed District⁶: During the coordination meetings, watershed staff expressed concerns regarding the project's ability to meet storm water volume reduction standards on-site due to the small footprint size of each individual station site. To address this concern, the project intends to comply with the CRWD's storm water volume reduction standard through alternative compliance strategies, through an offsite treatment project and/or a storm water impact fund contribution.
- Minnehaha Creek Watershed District⁷: No specific concerns expressed.

⁴ <http://www.epa.gov/region5/water/gwdw/solesourceaquifer/index.htm>

⁵ Link to Rice Creek Watershed District rules: http://www.ricecreek.org/vertical/sites/%7BF68A5205-A996-4208-96B5-2C7263C03AA9%7D/uploads/FINAL_ADOPTED_RULE_06-26-2013.pdf

⁶ Link to Capitol Region Watershed District rules: <http://www.capitolregionwd.org/wp-content/uploads/2012/09/4-18-12-CRWD-Final-Adopted-Rule4.pdf>

⁷ Link to Minnehaha Creek Watershed District rules: <http://minnehahacreek.org/permits/regulatory-rules>

Metro Transit will follow watershed organization rules and standards when designing stormwater management elements at these sites. Erosion control measures will be taken during the project construction phase to control surface runoff and sedimentation. In accordance with state and federal regulations, detailed drainage plans and erosion control plans for the project will be submitted as part of the application for a National Pollutant Discharge Elimination System (NPDES) permit, to be obtained from the MPCA prior to construction.

T. IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES:

Describe any natural areas (woodlands, prairies, wetlands, rivers, lakes, streams, designated wildlife or waterfowl refuges, and geological formations) on or near the proposed project area. If present, state the results of consultation with the state department of natural resources and, if appropriate, the U.S. Fish and Wildlife Service on the impacts to critical habitats and on threatened and endangered fauna and flora that may be affected. Refer to: <http://www.fws.gov/Endangered/>

Ecologically Sensitive Areas

The project will construct enhanced bus stops entirely within existing transportation rights-of-way in disturbed, highly developed urban areas. The Mississippi River is the only natural area near any of the project sites. The closest station site is approximately 600 feet from the Mississippi River. No impacts are anticipated as a result of the project.

Endangered Species A review of the US Fish and Wildlife Service (USFWS) Endangered Species Program website identified two species, the northern long-eared bat (*Myotis septentrionalis*) and Higgins eye pearlymussel (*Lampsilis higginsii*), within Hennepin County. One additional species, the winged mapleleaf (*Quadrula fragosa*), is found in Ramsey County. The A Line project's potential effects are described below:

- **Northern long-eared bat (*Myotis septentrionalis*) – No effect:** Based on the nature of the proposed and location of the project area action (i.e., construction of bus stops within existing transportation rights-of-way and operation of buses on existing roadways in a highly developed, urban area), no impacts are anticipated to the northern long-eared bat as a result of the project.
- **Higgins eye pearlymussel (*Lampsilis higginsii*) – No effect:** Essential habitat areas for the Higgins eye pearlymussel can be found within the Mississippi River; however, these areas do not extend beyond the confluence of the Mississippi River and St. Croix River, south of the project area. A Line buses will travel on the existing Ford Parkway bridge over the Mississippi River using existing travel lanes. Construction of bus stops adjacent to the Mississippi River will be within existing transportation rights-of-way and would not increase impervious surface areas; therefore, no impacts are anticipated to the Higgins eye pearlymussel as a result of the project.
- **Winged mapleleaf (*Quadrula fragosa*) – No effect:** The project will not impact the species' preferred habitat of the St. Croix River; therefore, no impacts are anticipated to the winged mapleleaf as a result of the project.

The Minnesota Department of Natural Resources (DNR) has been contacted and has determined that the project will have no effect on sensitive areas or endangered species. Please see **Attachment 14** for the DNR letter dated August 8, 2013.

Correspondence regarding the proposed action was provided to the USFWS May 2, 2014. The USFWS concurred with the finding that the project would have no effect on threatened or endangered species within Hennepin or Ramsey counties. Please see **Attachment 15** for USFWS correspondence dated May 29, 2014.

U. IMPACTS ON SAFETY AND SECURITY:

Describe the measures that would need to be taken to provide for the safe and secure operation of the project after its construction. List any security measures that are planned as part of the project (e.g., security guards, fencing, secured access, lighting, cameras, etc.)

A Line stations will be designed to provide safe and secure use of the sites. The following specific measures will be taken at these stations:

Environmental / Physical Design Strategies

- Lighting will be installed throughout transit waiting areas to increase visibility.
- Signage, lighting, and distinct paving material will be used to delineate transit waiting zones as opposed to adjacent restricted or private areas.
- Transit station shelters will be designed to be open and transparent, avoiding dark, isolated compartments.
- Security cameras will be deployed at every station, function both as a passive (detering) strategy and an active way to monitor sites.
- Most A Line stations are adjacent to retail, office, and other commercial developments that bring activity and natural surveillance to the area.
- Snow and ice will be removed promptly to minimize slipping hazards for transit customers and pedestrians walking through the station areas.
- Materials and features at the stations will be durable and well-maintained to communicate that the area is under surveillance and consistent care.

Active Surveillance Strategies

- Metro Transit and local police will continue to provide active surveillance and monitoring at these stations, as they currently do.
- Fare inspection will be conducted at random on vehicles by Metro Transit police.
- Metro Transit review security camera footage to follow up on suspicious activity or incidents.

V. IMPACTS CAUSED BY CONSTRUCTION:

Describe the construction plan and identify construction impacts with respect to noise, dust, utility disruption, debris and spoil disposal, air quality, water quality, erosion, safety and security, and disruptions of traffic and access to businesses or residential property. Identify steps that will be taken to provide alternatives or mitigate the impacts of construction impacts. Cite applicable local, state, and

federal regulations, and any standards or best management practices that will be followed. If applicable, please include any NPDES best practice measures (<http://cfpub.epa.gov/npdes/stormwater/menuofbmps/>).

Construction activities are described in Part A, Detailed Project Description. The project will be constructed within busy urban streets, with near-continual construction activities. Construction activities may temporarily impact pedestrian and/or vehicular access to businesses directly adjacent to stations. Vehicular access to businesses and other corridor uses may be restricted during certain construction activities; for example, as concrete driveway aprons are reconstructed. The construction contractor and project outreach staff will notify the public and affected business owners or residents in advance of construction activities. Construction will be phased and timed as feasible to minimize the duration and extent of any access impacts. Pedestrian access routes will be maintained throughout construction. Metro Transit has considerable experience in scheduling and staging construction activities to allow the normal flow of commerce. With project activities distributed over 38 platform locations, there is ample opportunity to manage construction activities to minimize the duration of construction disruptions in any location and mitigate specific concerns.

Erosion and sedimentation on all exposed soils within the project will be minimized by using the appropriate Best Management Practices (BMPs) during construction. BMPs greatly reduce construction-related sedimentation and help to control erosion and runoff. Ditches, dikes, silt fences, sediment basins, and temporary seeding will be used as temporary erosion control measures during construction grading.

Noise and dust normal to construction would occur as a result of this project. The proposed project would not generate any excessive odors during construction. Construction noise would be in accordance with City ordinances, which limit the hours during which construction activities may occur. Construction equipment would be fitted with mufflers that would be maintained throughout the construction process. Dust generated during construction would be minimized through standard dust control measures such as watering. After construction is complete, dust levels are anticipated to be minimal because all soil surfaces would be in permanent cover (i.e. pavement or landscaped areas). Throughout the construction phase, project outreach staff will communicate regularly with adjacent residents, business owners, and the public to convey schedule expectations for construction activities and work to resolve concerns.

The action described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.118.

Applicant's Environmental Reviewer

Date

FTA Grant Representative

Date

LIST OF ATTACHMENTS

Attachment 1	Project Overview Map
Attachment 2A	Table of Detailed Station Locations and Concepts
Attachment 2B	Map of Detailed Station Locations and Concepts
Attachment 3	Generalized Conceptual Station Rendering
Attachment 4	Zoning Map
Attachment 5	Table of Zoning of Properties Adjacent to Station Sites
Attachment 6	Executive Summary – Snelling Avenue Rapid Bus VISSIM Evaluation
Attachment 7	Section 106 Consultation Correspondence
	A. January 22, 2014 – Section 106 Consultation Initiation Letter
	B. November 19, 2014 – APE and Compliance Plan Report Transmittal to SHPO
	C. December 22, 2014 – SHPO APE Concurrence Letter
	D. January 9, 2015 – Consulting Party Invitations
	E. February 12, 2015 – St. Paul HPC Consulting Party Request
	F. February 17, 2015 – St. Paul HPC Consulting Party Acknowledgement
	G. February 18, 2015 – Eligibility and Effects Report Transmittal to SHPO (Updated with clarifications March 2015)
	H. March 16, 2015 – Consultation Meeting Notes
	I. March 16, 2015 – Additional Exhibits for Effects Determination Transmittal to SHPO
	J. March 20, 2015 – Transmittal of Additional Supporting Materials
	K. March 26, 2015 – St. Paul HPC Consulting Party Response Letter
	L. March 30, 2015 – SHPO No Adverse Effect Concurrence Letter
Attachment 8	NOT USED
Attachment 9	Map of Corridor Population
Attachment 10	Map of Low-Income Population
Attachment 11	Map of Minority Population
Attachment 12	Map of Parks & Recreation Resources
Attachment 13	DNR Correspondence
Attachment 14	USFWS Correspondence

METRO TRANSIT A LINE PROJECT OVERVIEW

A Line alignment & station

Route 84
Local service, every 30 minutes

METRO Blue Line

METRO Green Line

Connecting Bus Route

Map updated 10/2/2014



Key to Colors (corresponds with map):

Bumpout	Curbside	Terminal / Transit Center
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Site #	Location	Adjacent Property Address	Station Type	Extent of improvements
1	Rosedale Transit Center	850 Rosedale Center, Roseville, MN 55113	Terminal/ Transit Center	A platform will be constructed at a designated gate of the existing transit facility to create a terminal station. No property impacts are anticipated , as these improvements will be constructed within an existing transit facility.
2N	Northbound Snelling & County Road B	2100 N Snelling Avenue, Roseville, MN 55113	Curbside Station Platform	A platform will be constructed within the existing curb line to accommodate all project elements. No property impacts are anticipated , as improvements will be scaled to fit within existing right-of-way.
2S	Southbound Snelling & County Road B	2151 Snelling Avenue, Roseville, MN 55113		
3N	Northbound Snelling & Larpenteur	1700 Snelling Avenue, Falcon Heights, MN 55113		
3S	Southbound Snelling & Larpenteur	1667 Snelling Drive, Falcon Heights, MN 55113		
4N	Northbound Snelling & Hoyt-Nebraska	1265 Snelling Avenue N, Saint Paul, MN 55108		
4S	Southbound Snelling & Hoyt-Nebraska	1480 Snelling Avenue N, Falcon Heights, MN 55108		
5N	Northbound Snelling & Como	1565 Como Avenue, Saint Paul, MN 55108		
5S	Southbound Snelling & Como	1608 Como Avenue, Saint Paul, MN 55108		
6N	Northbound Snelling & Hewitt	1536 Hewitt Avenue, Saint Paul, MN 55104	Bumpout Station Platform	A curb extension platform will be constructed within existing transportation right-of-way, conceptually defined as 80 feet in length and approximately 10-12 feet in width. No property impacts are anticipated , as curb extensions will allow for all improvements to be constructed within existing right-of-way.
6S	Southbound Snelling & Hewitt	833 Snelling Avenue, Saint Paul, MN 55104		
7N	Northbound Snelling & Minnehaha	722 Snelling Avenue N, Saint Paul, MN 55104		
7S	Southbound Snelling & Minnehaha	717 Snelling Avenue N, Saint Paul, MN 55104		
8N	Northbound Snelling & University	1517 University Avenue W, Saint Paul, MN 55104		
8S	Southbound Snelling & University	1600 University Ave W, Saint Paul, MN 55104		
9N	Northbound Snelling & Dayton	1561 Selby Avenue N, Saint Paul, MN 55104		
9S	Southbound Snelling & Dayton	201 Snelling Avenue N, Saint Paul, MN 55104 209 Snelling Avenue N, Saint Paul, MN 55104		
10N	Northbound Snelling & Grand	1580 Grand Avenue, Saint Paul, MN 55105		
10S	Southbound Snelling & Grand	1600 Grand Avenue, Saint Paul, MN 55105		
11N	Northbound Snelling & St. Clair	232 Snelling Avenue S, Saint Paul, MN 55105		
11S	Southbound Snelling & St. Clair	179 Snelling Avenue S, Saint Paul, MN 55105		

Site #	Location	Adjacent Property Address	Station Type	Extent of improvements
12N	Northbound Snelling & Randolph	480 Snelling Avenue S, Saint Paul, MN 55105 476 Snelling Avenue S, Saint Paul, MN 55105	Bumpout Station Platform	A curb extension platform will be constructed within existing transportation right-of-way, conceptually defined as 80 feet in length and approximately 10-12 feet in width. No property impacts are anticipated , as curb extensions will allow for all improvements to be constructed within existing right-of-way.
12S	Southbound Snelling & Randolph	485 Snelling Avenue S, Saint Paul, MN 55105		
13N	Northbound Snelling & Highland	700 Snelling Avenue S, Saint Paul, MN 55105		
13S	Southbound Snelling & Highland	1585 Highland Parkway, Saint Paul, MN 55116		
14N	Northbound Ford & Fairview	1804 Ford Parkway, Saint Paul, MN 55116		
14S	Southbound Ford & Fairview	1835 Ford Parkway, Saint Paul, MN 55116		
15N	Northbound Ford & Kenneth	2014 Ford Parkway, Saint Paul, MN 55116		
15S	Southbound Ford & Kenneth	1999 Ford Parkway, Saint Paul, MN 55116 1991 Ford Parkway, Saint Paul, MN 55116		
16N	Northbound Ford & Finn	2100 Ford Parkway, Saint Paul, MN 55116		
16S	Southbound Ford & Finn	2145 Ford Parkway, Saint Paul, MN 55116		
17N	Northbound Ford & Woodlawn	966 S Mississippi Boulevard, Saint Paul, MN 55116		
17S	Southbound Ford & Woodlawn	2277 Ford Parkway, Saint Paul, MN 55116		
18N	Northbound 46th & 46th	4514 Nawadaha Blvd, Minneapolis, MN 55406	Curbside Station Platform	A platform will be constructed within the existing curb line to accommodate all project elements. No property impacts are anticipated , as improvements will be scaled to fit within existing right-of-way.
18S	Southbound 46th & 46th	4556 E 46th Street, Minneapolis, MN 55406 4500 E 46th Street, Minneapolis, MN 55406		
19N	Northbound 46th & Minnehaha	4604 Minnehaha Avenue, Minneapolis, MN 55406		
19S	Southbound 46th & Minnehaha	4554 Minnehaha Avenue, Minneapolis, MN 55406		
20	METRO Blue Line 46th Street Station	3600 46th Street, Minneapolis, MN 55406	Terminal/ Transit Center	A platform will be constructed at a designated gate of the existing transit facility to create a terminal station. No property impacts are anticipated , as these improvements will be constructed within an existing transit facility.

METRO TRANSIT A LINE

A Line Station Platforms

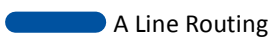
- Bumpout
- Curbside
- Transit Center



Existing Bus Stop

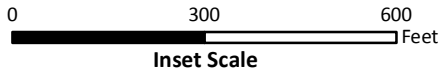


Adjacent parcel boundary

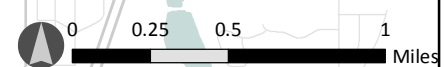
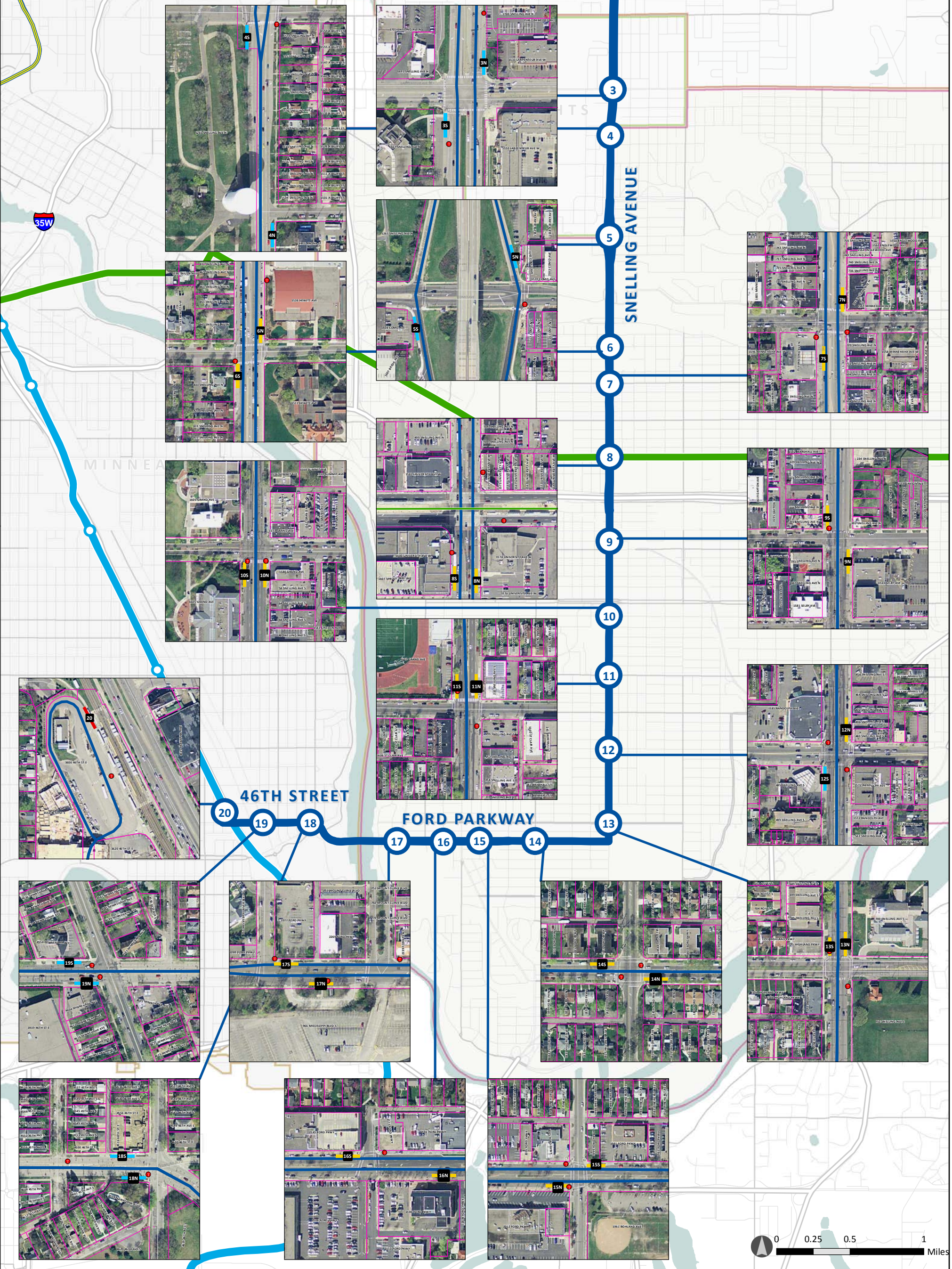


A Line Routing

Standard platform is 80 feet long and 10-12 feet wide



Map updated 10/2/2014



Metro Transit A Line Project
Rendering of Small Shelter (Draft concept, undergoing refinement)



Approximate size: 5' deep x 12' long x 10'4" tall

Metro Transit A Line Project
Rendering of Medium Shelter (Draft concept, undergoing refinement)



Approximate size: 5' deep x 24' long x 10'4" tall

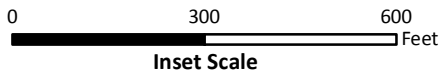
Metro Transit A Line Project
Rendering of Large Shelter (Draft concept, undergoing refinement)



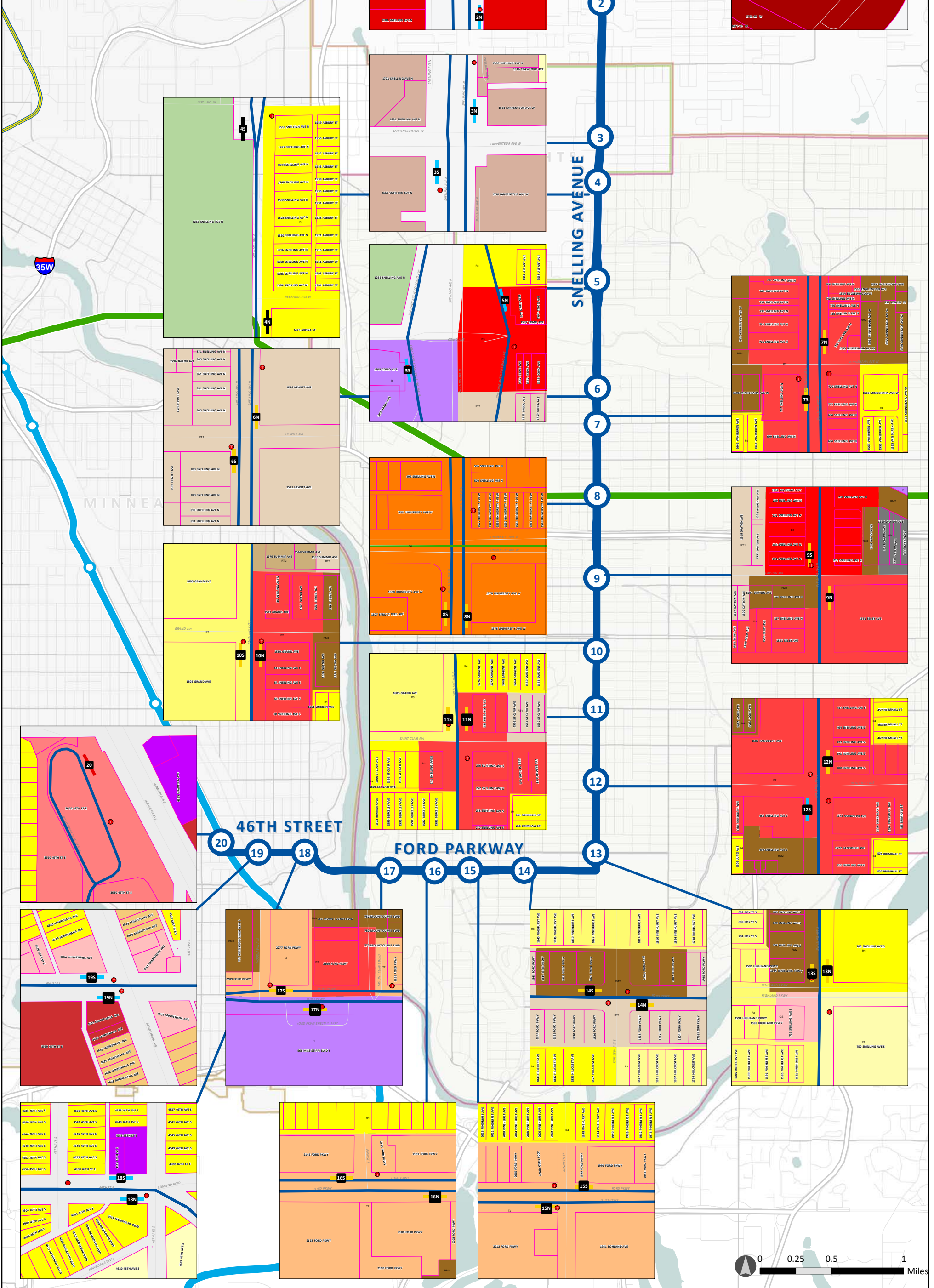
Approximate size: 5' deep x 24' long x 12'5" tall (middle section), 10'4" tall elsewhere

METRO TRANSIT A LINE ZONING









Key to symbols included on following page.



Map updated 10/2/2014



Site #	Location	Adjacent Property Address	City	Zoning
1	Rosedale Transit Center	850 Rosedale Center	Roseville	RB Regional Business
2N	Northbound Snelling & County Road B	2100 N Snelling Avenue		CB Community Business
2S	Southbound Snelling & County Road B	2151 Snelling Avenue		CB Community Business
3N	Northbound Snelling & Larpenteur	1700 Snelling Avenue	Falcon Heights	B-3 Snelling/Larpenteur Business District
3S	Southbound Snelling & Larpenteur	1667 Snelling Drive		B-3 Snelling/Larpenteur Business District
4S	Southbound Snelling & Hoyt-Nebraska	1480 Snelling Avenue N		P-1 Public Land
4N	Northbound Snelling & Hoyt-Nebraska	1265 Snelling Avenue N	Saint Paul	R4 One-Family
5N	Northbound Snelling & Como	1565 Como Avenue		I1 Light Industrial
5S	Southbound Snelling & Como	1608 Como Avenue		B3 General Business
6N	Northbound Snelling & Hewitt	1536 Hewitt Avenue		RT1 Two-Family
6S	Southbound Snelling & Hewitt	833 Snelling Avenue		RT1 Two-Family
7N	Northbound Snelling & Minnehaha	722 Snelling Avenue N		B2 Community Business
7S	Southbound Snelling & Minnehaha	717 Snelling Avenue N		B2 Community Business
8N	Northbound Snelling & University	1517 University Ave W		T4 Traditional Neighborhood
8S	Southbound Snelling & University	1600 University Ave W		T4 Traditional Neighborhood
9N	Northbound Snelling & Dayton	1561 Selby Avenue N		B3 General Business
9S	Southbound Snelling & Dayton	201-209 Snelling Avenue N		B2 Community Business
10N	Northbound Snelling & Grand	1580 Grand Avenue		R3 One-Family
10S	Southbound Snelling & Grand	1600 Grand Avenue		B2 Community Business
11N	Northbound Snelling & St. Clair	232 Snelling Avenue S	B2 Community Business	
11S	Southbound Snelling & St. Clair	179 Snelling Avenue S	R3 One-Family	

Site #	Location	Adjacent Property Address	City	Zoning	
12N	Northbound Snelling & Randolph	476-480 Snelling Avenue S	Saint Paul	 B2 Community Business	
12S	Southbound Snelling & Randolph	485 Snelling Avenue S		 B2 Community Business	
13N	Northbound Snelling & Highland	700 Snelling Avenue S		 R4 One-Family	
13S	Southbound Snelling & Highland	1585 Highland Parkway		 RM2 Multiple-Family	
14N	Northbound Ford & Fairview	1804 Ford Parkway		 RT1 Two-Family	
14S	Southbound Ford & Fairview	1835 Ford Parkway		 RM2 Multiple-Family	
15N	Northbound Ford & Kenneth	2014 Ford Parkway		 T2 Traditional Neighborhood	
15S	Southbound Ford & Kenneth	1991-1999 Ford Parkway		 T2 Traditional Neighborhood	
16N	Northbound Ford & Finn	2100 Ford Parkway		 T2 Traditional Neighborhood	
16S	Southbound Ford & Finn	2145 Ford Parkway		 T2 Traditional Neighborhood	
17N	Northbound Ford & Woodlawn	966 S Mississippi Boulevard		 I1 Light Industrial	
17S	Southbound Ford & Woodlawn	2277 Ford Parkway		 T2 Traditional Neighborhood	
18N	Northbound 46th & 46th	4514 Nawadaha Blvd		Minneapolis	 R2B Two-Family District
18S	Southbound 46th & 46th	4500-4556 E 46th Street			 OR2 High Density Office/Residence District
19N	Northbound 46th & Minnehaha	4604 Minnehaha Avenue	 C3A Community Activity Center District		
19S	Southbound 46th & Minnehaha	4554 Minnehaha Avenue	 C1 Neighborhood Commercial District		
20	METRO Blue Line 46th Street Station	3600 46th Street	 C2 Neighborhood Corridor Commercial District		



SNELLING AVENUE RAPID BUS VISSIM EVALUATION

EXECUTIVE SUMMARY

Metro Transit has developed a concept for Arterial Bus Rapid Transit, or “rapid bus”, to improve transit speed and attractiveness on its busiest urban corridors. Metro Transit is advancing Snelling Avenue/Ford Parkway as the first corridor for rapid bus implementation. This corridor extends roughly 10 miles from the Rosedale Transit Center to the 46th Street LRT Station just west of Trunk Highway 55 (Hiawatha Avenue) in Minneapolis. Metro Transit hopes to begin rapid bus service on this corridor in 2015.

Two components of the rapid bus concept are geometric modification of bus stations to include curb extensions, or bumpouts, to improve the efficiency of loading and unloading maneuvers, and the addition of Transit Signal Priority (TSP) to reduce the amount of transit delay due to red lights. The purpose of this project is to perform a detailed analysis of the potential benefits and costs of these improvements.

Input was sought from agency stakeholders including MnDOT Metro District, Ramsey County, Hennepin County, the City of Saint Paul and the City of Minneapolis. The study process was refined based on input from these stakeholders.

To estimate the potential benefit of TSP and evaluate the performance of the new station configurations, the corridor was modeled using VISSIM. The 34 signalized intersections along the route were included. Year 2012 traffic counts were assumed for the majority of the intersections. Older count data with higher traffic volumes was used for the segment of Snelling Avenue between County Road B and Selby Avenue due to low volumes caused by construction of the Green Line (Central Corridor) LRT at University Avenue during collection of count data in 2012. The cities of Minneapolis and St. Paul are both in the process of implementing new signal timing plans. The anticipated new timing plans were included in the model. ASC/3 software-in-the-loop technology was used to model signal operations, including TSP. The operations of the soon-to-be-completed Green Line were also included in the model.

The a.m. and p.m. peak hours of five scenarios were modeled. The scenarios included a baseline with no rapid bus service, three rapid bus service alternatives with varying station configurations, and a rapid bus alternative scenario with TSP. Significant findings from the analysis included the following:

- During the a.m. peak hour, proposed rapid bus operations will have very little, if any, discernible impact on traffic operations. In quantitative terms, average delay per vehicle for general traffic is expected to increase by less than 2 seconds near each of the proposed stations.
- During the p.m. peak hour, proposed rapid bus operations will have very little impact (less than 2 seconds of added delay per vehicle) at 15 of the 17 stations modeled.

- During the p.m. peak hour, the northbound University Avenue rapid bus station is likely to have an impact on traffic operations of approximately 5 seconds of added delay per vehicle. An analysis of an alternate location for the Northbound University Avenue station at Spruce Tree Avenue was completed. The new configuration of the station moved the stop out of the travel lane and into a right turn lane. The results showed that average delay could be improved by 2 to 5 seconds in the p.m. peak hour under this alternative.
- During the p.m. peak hour, the northbound Hague Avenue rapid bus station is likely to have an impact on traffic operations of approximately 7 seconds of additional delay per vehicle. The southbound Hague Avenue rapid bus station appears to have a slight impact to traffic operations of approximately 2 seconds per vehicle in the p.m. peak hour. An analysis of alternate locations for the Hague Avenue station pair with a northbound station at Selby and a southbound station at Dayton was completed. The results showed that moving the stations further north would result in slightly increased delay (around 2 seconds in the p.m. peak hour) for general traffic.
- VISSIM model analysis results indicate that TSP could reduce travel time for rapid buses by 3 to 5 minutes (10 to 14%). The analysis showed that rapid bus running time during peak periods is expected to vary between 35 and 40 minutes per one-way run without TSP.
- 98% percent of the potential benefit of TSP came from its use at seven project intersections. 13 project intersections in total saw a net benefit from TSP use, while the potential disbenefit outweighed the potential benefit at the remaining 20 project intersections where TSP use was analyzed.
- The intersections showing a potential net benefit due to TSP are as follows. The seven intersections showing greatest potential benefit are in **bold**.
 1. County Road B2 at Snelling Avenue at East Ramps
 2. **Snelling Avenue at Hoyt Avenue**
 3. Snelling Avenue at Midway Parkway
 4. **Snelling Avenue at Thomas Avenue**
 5. **Snelling Avenue at Spruce Tree Avenue**
 6. **Snelling Avenue at St. Anthony Avenue (I-94 North Ramps)**
 7. **Snelling Avenue at Concordia Avenue (I-94 South Ramps)**
 8. **Snelling Avenue at Marshall Avenue**
 9. **Snelling Avenue at Selby Avenue**
 10. Ford Parkway at Fairview Avenue
 11. Ford Parkway at Cretin Avenue
 12. 46th Street at 46th Avenue
 13. 46th Street at 42nd Avenue



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 22, 2014

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

RE: Initiation of Section 106 Consultation Process for the Snelling Avenue / A Line Bus Rapid Transit Project in Roseville, Falcon Heights, St. Paul, and Minneapolis, Minnesota [SHPO Number: 2013-2685]

Dear Ms. Howard:

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) is initiating a Section 106 Consultation Process for the Snelling Avenue / A-Line Bus Rapid Transit (BRT) Project in St. Paul, Minnesota, and proposed by Metro Transit. FTA has determined that the proposed project will be a Federal undertaking as defined in §800.16(y) and that it is a type of activity that has the potential to cause effects on historic properties. FTA has determined the NEPA class of action to be an Environmental Assessment.

The 9.7-mile project corridor is located on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. The project proposes to construct the BRT service in the corridor using existing mixed traffic lanes (no dedicated busways). Project improvements include high-amenity stations and unique, branded vehicles.

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

1. FTA initiates the Section 106 process, pursuant to §800.3 – Initiation of the Section 106 process, with the SHPO and other consulting parties. FTA invites consulting parties to participate in the Section 106 process, pursuant to §800.3 – Initiation of the Section 106 process. Other consulting parties have a legal or economic relation to the undertaking or affected properties or concern with the undertaking's effects on historic properties.

Section 106 SHPO Review
Snelling Avenue / A Line BRT, Minnesota
January 22, 2014

2. FTA determines the project's Area of Potential Effect (APE) and the properties within the APE that are listed, or eligible for listing, in the National Registry of Historic Places (NRHP). FTA evaluates properties eligible for listing using the processes established in 36 CFR 60 and National Register Bulletin 15. FTA's determination of the APE requires consultation with and concurrence by the SHPO. If FTA determines there are no properties within the APE that are listed, or eligible for listing, in the NRHP, then FTA will determine "no historic properties affected" in consultation with the SHPO and / or THPO.
3. FTA determines adverse effects with respect to historic properties within the APE. FTA's determination considers whether the project will diminish those qualities that make any of the properties eligible for listing in the NRHP. FTA makes a determination of "adverse effect" when the project will diminish these qualities in one or more properties; if not, FTA makes a determination of "no adverse effect." FTA's determination of "no adverse effect," along with concurrence by the SHPO, completes the Section 106 consultation process.
4. If FTA determines an "adverse effect," it consults with the Advisory Council on Historic Preservation (ACHP), SHPO, affected tribes, and other interested parties, as appropriate, to resolve the adverse effects on historic properties. Resolution of adverse effects may involve redesigning a project to avoid, minimize, or mitigate impacts to historic properties. Actions that the consulting parties agree upon to mitigate adverse effects are documented in a Memorandum of Agreement (MOA). Once the agreement is signed by all appropriate parties, including the SHPO and other invited signatories, and the agreement is filed with the ACHP, the Section 106 process is completed, and the FTA's responsibilities are fulfilled when the MOA's stipulations are implemented.

Metro Transit will be in contact with the Minnesota Historical Society regarding the preparation of information, analyses, and graphics in support of the Section 106 review for the project. This delegated authority to undertake coordination activities with the SHPO does not extend to designation of consulting parties or to making determinations of the APE, NRHP eligibility, or adverse effects.

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

Sincerely,






Marisol R. Simón
Regional Administrator

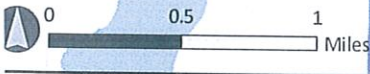
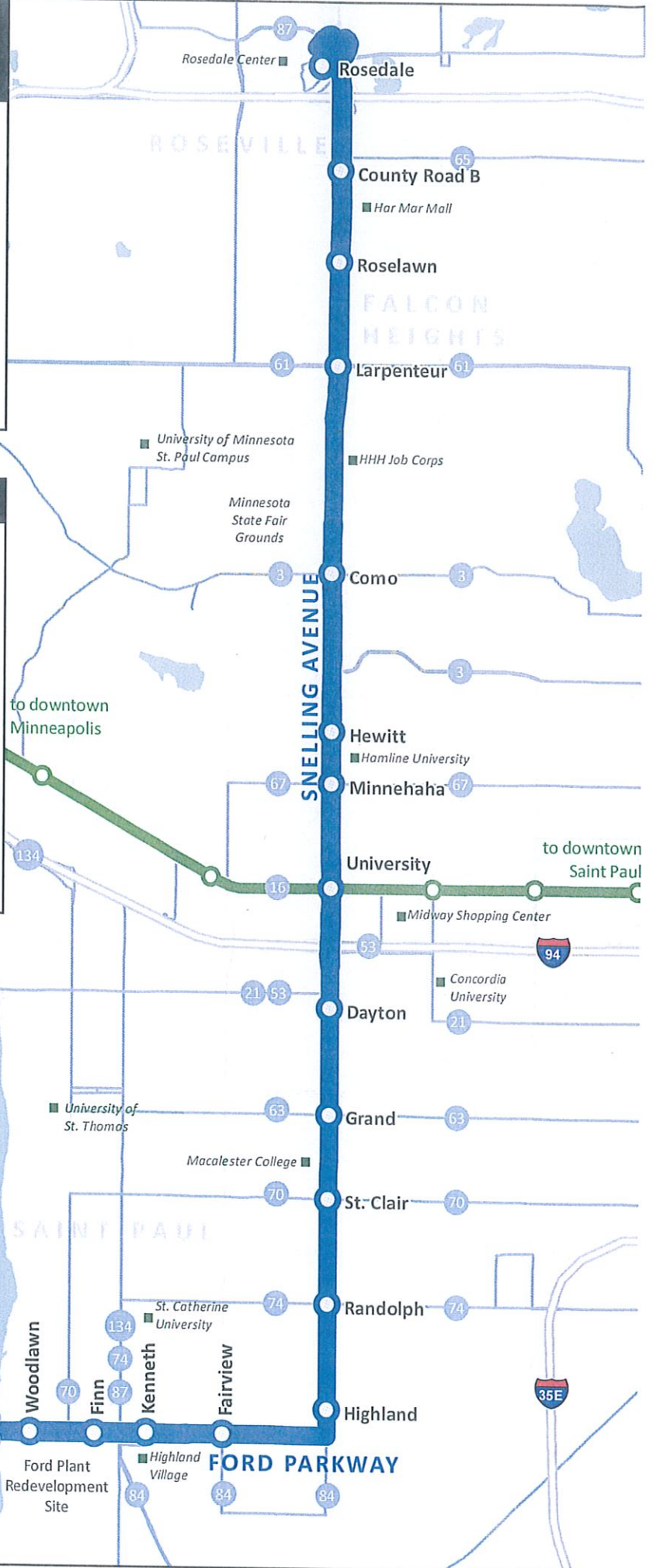
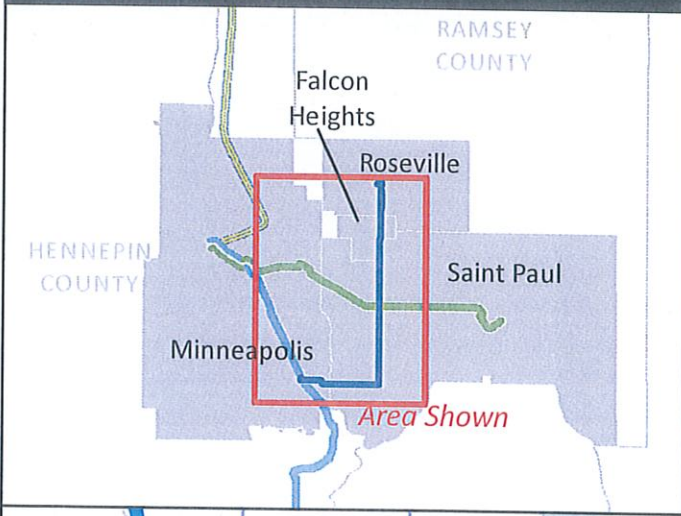
cc: Bill Wheeler, FTA
Steve Clark, FTA
Katie Roth, Metro Transit

Enclosures (3): Project location; correspondences between Metro Transit and the MN SHPO

SNELLING AVENUE/FORD PARKWAY RAPID BUS (A LINE)

-  A Line Alignment & Station
-  METRO Blue Line (currently operating)
-  METRO Green Line (opening 2014)
-  Connecting Bus Route
-  Major Corridor Destination

Regional Context





Using the Power of History to Transform Lives
PRESERVING › SHARING › CONNECTING

STATE HISTORIC PRESERVATION OFFICE

August 9, 2013

Ms. Katie Roth, Senior Planner
Arterial BRT Program Manager
Metro Transit
707 16th Avenue South
Minneapolis, MN 55454

RE: Metro Transit A Line Enhanced Bus Project
Roseville, Falcon Heights, St. Paul and Minneapolis, Ramsey & Hennepin Counties
SHPO Number: 2013-2685

Dear Ms. Roth:

Thank you for the opportunity to comment on the above referenced project. Our comments are based on 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 been in communication with the Federal Transit Administration and have been informed that they will be initiating Section 106 consultation with our office regarding this project in the upcoming months. The Section 106 process consists of the following steps, all of which are completed in consultation with the State Historic Preservation Officer (SHPO) and/or the Tribal Historic Preservation Officer (THPO) and other consulting parties:

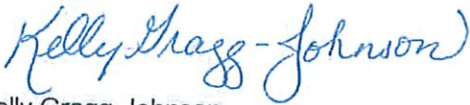
- (1) Federal agency initiates the Section 106 process pursuant to 36 CFR 800.3 with the SHPO and/or THPO and invites other consulting parties to participate in the Section 106 process (these consulting parties include the public and any other tribe, group or organization that has an interest in the project and its effect on historic properties).
- (2) Federal agency determines the Area of Potential Effect (APE) for the project and identifies any properties listed in or eligible for the National Register of Historic Places (historic properties) that are located within the APE.
- (3) Federal agency determines what effects, if any, the project may have on historic properties located within the APE (a) If there are no historic properties located within the APE, the federal agency will make a "no historic properties affected" determination and will submit this finding to the SHPO and/or THPO (b) If there are historic properties within the APE, but the properties will not be adversely affected (directly or indirectly) by the project, the federal agency will make a "no adverse effect" determination and will submit the finding to the SHPO and/or THPO. With SHPO and/or THPO's concurrence with a "no historic properties affected" or "no adverse effect" determination, the Section 106 consultation is complete. (c) If there are historic properties within the APE that will be adversely affected by the project, the agency will make a determination of "adverse effect" and submit the finding to the SHPO and /or THPO. The agency must then notify the Advisory Council on Historic Preservation

September 10, 1994

(ACHP) of the adverse effect and consult as appropriate with the SHPO, THPO, other affected tribes, and other interested parties to avoid, minimize or mitigate the adverse effects. If adverse effects cannot be avoided or minimized, a Memorandum of Agreement (MOA) is negotiated to mitigate adverse effects. The MOA is a document that lays out the stipulations (or actions) the consulting parties agree upon to mitigate the adverse effects. Once the document is signed by the appropriate signatories and filed with the ACHP, the Section 106 process is complete. However, the federal agency's responsibilities are only fulfilled when all the stipulations of the MOA are implemented.

We look forward to further consultation with you and the Federal Transit Administration as this project proceeds. Meanwhile, please feel free to contact me at (651) 259-3455 with any questions or concerns.

Sincerely,

A handwritten signature in blue ink that reads "Kelly Gragg-Johnson". The signature is written in a cursive, flowing style.

Kelly Gragg-Johnson
Review and Compliance Specialist

cc: Bill Wheeler, FTA



July 25, 2013

Kelly Gragg-Johnson
Review and Compliance Associate
State Historic Preservation Office
345 Kellogg Boulevard West
Saint Paul, MN 55102

Subject: Consultation Letter for Metro Transit A Line Enhanced Bus Project

Dear Ms. Gragg-Johnson:

I am writing this letter to initiate consultation from the State Historic Preservation Office on a Metro Transit enhanced bus project, the A Line. The A Line is a planned 9.7-mile line that will provide enhanced transit service and facilities on the key urban streets of Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. The A Line will use existing travel lanes and construct neighborhood-scale stations within existing transportation rights-of-way between Rosedale Center and the 46th Street LRT Station on the [METRO Blue Line](#).

Timing of these improvements is dependent on potential funding. Metro Transit has assembled a portion of the project's funding and applied for a TIGER V discretionary grant to fully fund the remainder. If awarded the grant, U.S. Department of Transportation terms require progress toward implementation by the end of the second quarter of 2014. In order to meet this deadline, we will need to submit Federal environmental review paperwork in October 2013. We currently anticipate completing documentation for a Categorical Exclusion to meet Federal National Environmental Protection Act (NEPA) requirements for this project and have initiated discussion with the Federal Transit Administration (FTA) to confirm this path.

The remainder of this letter includes an overview of the project and map attachments to facilitate your assessment of the project. We would appreciate a timely response from SHPO about next steps for historic resource review and consultation so that we may submit this information with our Categorical Exclusion paperwork in October 2013.

Project Overview

The purpose of the 9.7-mile A Line is to provide faster, more attractive, and highly visible transit service in the corridor using existing travel lanes. The project does not include dedicated runningway or bus lanes for transit. Faster service will be made possible through half-mile station spacing, off-board fare payment, raised station platforms, curb extensions, and transit signal priority.

High-amenity, branded stations and vehicles will make transit a more attractive travel option in the corridor and raise the line's visibility. These improvements are projected to increase corridor ridership from 4,000 daily rides today to 9,000 rides per day in 2030. The A Line will also make convenient connections with [METRO Blue Line](#) and the [METRO Green Line](#) (Central Corridor, opening in 2014) LRT service.

A service of the Metropolitan Council



The project will construct 38 permanent station platforms at 18 intersections and two terminal stations, spaced approximately every 1/2 mile. Platforms may include raised (9-inch) curbs for near-level boarding. Within the limits of constructed platforms, the project will also construct consistently-branded passenger stations with rail station-like amenities. Stations are likely to include the following:

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

The design of these platforms and stations will be developed in an upcoming design phase beginning later in 2013, with final design completion anticipated by mid-2014 and construction beginning later that year. Metro Transit is currently targeting a late 2015 opening for the A Line.

A more detailed description of existing conditions and anticipated construction activities is included in **Attachment A**. Additional project information is available on the project website at metrotransit.org/Snelling-BRT.

Project Location

The project will construct station platforms and permanent passenger waiting shelters at 38 locations in the cities of Roseville, Falcon Heights, Saint Paul, and Minneapolis. See **Attachment B** for a map of the line and stations.

Specifically, the proposed stations are located in sections 9, 10, 15, 16, 21, 22, 27, 28, 33, and 34 of Range 23 in Township 29 in Ramsey County; sections 3, 4, 9, 10, 15, 16, and 17 in Range 23 in Township 28 in Ramsey County; and in sections 7, 8, 17 and 18 in Range 23 in Township 28 in Hennepin County (see **Attachment C** for Public Land Survey map).

Again, we would appreciate a response from SHPO about next steps for historic resource review and consultation on this project so that we may prepare anticipated Categorical Exclusion paperwork. Thank you for your consideration of this request. Please contact me at 612-349-7772 or katie.roth@metrotransit.org if you have any questions or require additional information.

Sincerely,

Katie Roth, AICP
Arterial BRT Program Manager
BRT/Small Starts Project Office
Metro Transit

Enclosures (3)

A service of the Metropolitan Council

Attachment A: Existing Conditions and Proposed Improvements

**Metro Transit A Line (Snelling Avenue/Ford Parkway/46th Street) Enhanced Bus Project
Existing Conditions and Proposed Improvements****Existing Conditions**

There are currently 106 bus stops along the A Line (Snelling/Ford) corridor. Passenger waiting facilities are nonexistent or inadequate at the majority of these stops. Only 25 of these stops have shelters to protect passengers from the elements. The vast majority of stops do not have facilities commensurate with their levels of passenger demand; most stops are marked only with a pole in the ground and a small sign. Narrow sidewalk conditions along the corridor limit opportunities for transit shelter provision.

Existing stops are located on the curb, requiring buses to weave out of the travel lane and into the right-turn/parking lane to serve these stops. This side-to-side movement diminishes ride quality for bus passengers; moreover, merging back into traffic from stops imposes significant delay for transit.

Anticipated Improvements

The project consists of constructing three core elements: transit signal priority (TSP), station platforms, and permanent stations with transitway amenities. The project will also purchase and deploy up to ten specialized 40-foot buses plus two spare vehicles.

Transit Signal Priority: Analysis and stakeholder discussions are underway to determine which of the 34 traffic signals along the A Line alignment will be modified for TSP. Signals identified for TSP will be modified to provide the necessary TSP detector, firmware, equipment, and signal controller. No new traffic signals will be installed as part of this project. In some cases, existing signal controllers at intersections may already be compatible with new TSP equipment and may not require installation of a new signal controller. A detailed study of no-build, rapid bus, and rapid bus / TSP impacts on traffic was completed in July 2013. The study showed no substantial impacts from station platforms on traffic flow.

Buses: The project includes purchase of ten specialized buses for the service plus two spare vehicles. The vehicles are included as options within a recent Metro Transit bus procurement/contract. Rapid bus specifications include low-floor, 40-foot buses with specialized body work and other functional and aesthetic enhancements over the standard bus fleet. Up to nine of these vehicles will replace current or planned local bus fleet needs in the corridor.

Platforms: The project will construct 38 permanent station platforms at 18 intersections and two terminal stations, spaced approximately every 1/2 mile. Platforms may include raised (9-inch) curbs for near-level boarding. Three station platform typologies are proposed, as detailed in the following matrix.

Attachment A: Existing Conditions and Proposed Improvements

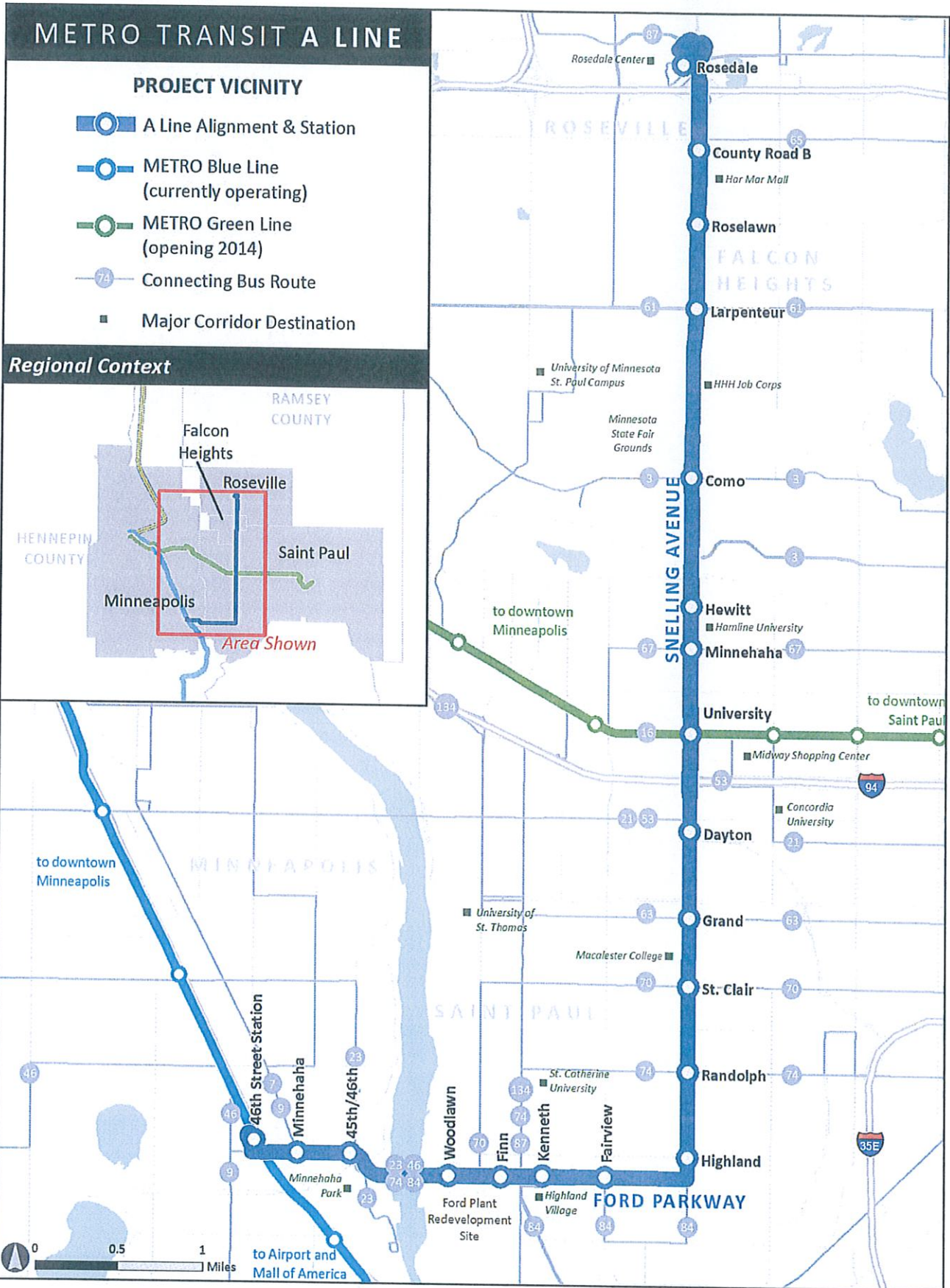
Anticipated Platform Improvements by Location

	Curb Extension Station Platforms	Curbside Station Platforms	Transit Center Improvements
Proposed Action	Construction of curb extensions at 24 directional stops, located at the following 12 intersections. Curb extensions are conceptually defined as 80 feet in length, and approximately 12 feet in width.	Construction of platforms within existing curb lines at 12 directional stops, located at the following six intersections.	Platform improvements at two existing transit centers to create terminal stations.
Locations	<ul style="list-style-type: none"> • Snelling & Hewitt Avenue • Snelling & Minnehaha Avenue • Snelling & University Avenue • Snelling & Dayton Avenue • Snelling & Grand Avenue • Snelling & St. Clair Avenue • Snelling & Randolph Avenue • Snelling & Highland Parkway • Ford & Fairview Avenue • Ford & Kenneth Street • Ford & Finn Street • Ford & Woodlawn Avenue 	<ul style="list-style-type: none"> • Snelling & County Road B • Snelling & Roselawn Avenue • Snelling & Larpenteur Avenue* • Snelling & Como Avenue* • 46th Street & 46th Avenue* • 46th Street & Minnehaha Avenue 	<ul style="list-style-type: none"> • METRO Blue Line 46th Street Station • Rosedale Transit Center
Potential Property Impacts	No property impacts are anticipated for this type of platform, as curb extensions will allow for all improvements to be constructed within existing right-of-way.	At stations where curb extensions are not feasible, minor property acquisitions and/or use agreements may be required to accommodate stations where denoted with an asterisk (*). Examples include easements or access changes. No building impacts are anticipated.	No property impacts are anticipated, as these improvements will be constructed in existing transit facilities.

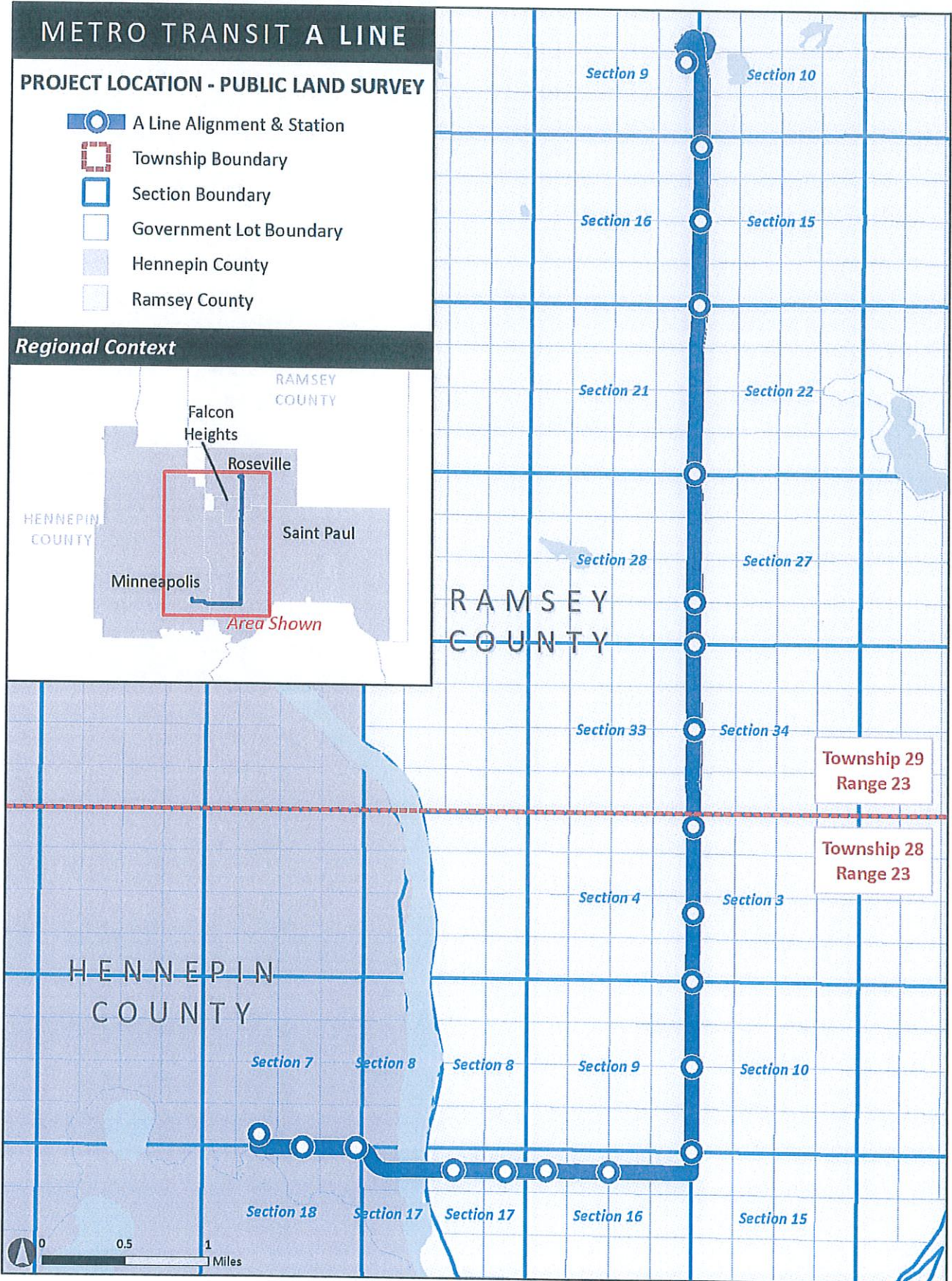
Stations: Within the limits of constructed platforms, the project will also construct substantial passenger stations with rail station-like amenities. Stations are likely to include the following:

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

Attachment B: Project Vicinity Map



Attachment C: Project Location - Public Land Survey Map





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, 2014

Ms. Sarah J. Beimers
Manager, Government Programs and Compliance
Minnesota Historical Society
345 Kellogg Boulevard West
St. Paul, MN 55102-1906

RE: Area of Potential Effect – Section 106 Consultation Process for the A-Line Enhanced Bus Project, Minneapolis, Hennepin County, Minnesota (SHPO number: 2013-2685)

Dear Ms. Beimers,

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) is requesting concurrence from the Minnesota Historical Society (MNHS), with respect to our final determination of the Area of Potential Effect (APE) for Metro Transit’s A-Line Enhanced Bus Project (the “Project”) in Minneapolis, Minnesota.

FTA initiated Section 106 consultation in a letter to your office, dated January 22, 2014. The NEPA class of action for this project is a Categorical Exclusion with additional documentation requirements (i.e., Section 106 evaluation) in accordance with 23 C.F.R. 771.118(d).

The Project will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, Saint Paul, and Minneapolis. Buses will use existing travel lanes in mixed traffic and will make limited stops at 38 new and improved stations roughly every ½ mile. The station platforms are within existing transportation rights-of-way. The project will not construct any dedicated busways. Please refer to Attachment 1—Project Location Map—in the enclosed Section 106 Compliance Plan (November 12, 2014), and the station renderings in Attachment 2.

Metro Transit has consulted with the Minnesota Historical Society on the Project and they have recommended an Area of Potential Effect (APE) for the Section 106 evaluation. This correspondence serves as documentation of the FTA’s final determination of the APE, pursuant to 36 CFR 800.4(a)1. The APE for the Project is based on the construction limits of the 38 station platforms and takes into consideration the viewshed and other indirect direct impacts along the project limits. The discrete APEs also allow for some limited adjustments to station locations, where necessary. Please refer to the enclosure for the rationale and Attachment 3 for the APE Maps.

A-Line Enhanced Bus project
Area of Potential Effect
Minneapolis, Minnesota
Page 2 of 2

FTA requests your concurrence on our determination of the APE following your review of the enclosures. Please indicate your concurrence with FTA's determination of the APE in writing within **30 days** of receipt of the letter.

Thank you in advance for your assistance on this project. Please contact Bill Wheeler of the FTA Regional Office at 312-353-2639 or william.wheeler@dot.gov with any questions.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Bill Wheeler, FTA
Steve Clark, FTA
Kay Hong, Metro Transit
Katie Roth, Metro Transit

Enclosure Section 106 Compliance Plan (November 12, 2014) including APE drawings and rationale

Section 106 Compliance Plan A Line Bus Rapid Transit Project

Introduction and Project Background

The Metro Transit division of Metropolitan Council is proposing to develop the A Line Bus Rapid Transit (BRT) project (Attachment 1). The A Line is an enhanced bus project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations roughly every ½ mile. The project will not construct any dedicated busways. An overview map of the project is included in Attachment 1.

The A Line Project is receiving federal funding from the Federal Transit Administration (FTA) and, therefore, must comply with Section 106 of the National Historic Preservation Act (Section 106) and the National Environmental Policy Act (NEPA). In addition, the A Line Project must comply with state cultural resources laws, including the Minnesota Historic Sites Act, Minnesota Field Archaeology Act, and Minnesota Private Cemeteries Act.

The FTA has determined that, for the purposes of NEPA compliance, the class of action for the A Line Project is a Documented Categorical Exclusion (DCE). After submitting a draft DCE document to FTA and receiving comments from FTA, Metro Transit submitted a revised DCE document on October 14, 2014, with the exception of Part H regarding the Section 106 process, which is in progress. The FTA initiated Section 106 consultation with the Minnesota State Historic Preservation Office (SHPO) on January 22, 2014. Metro Transit submitted a revised area of potential effects (APE) delineation map on May 2, 2014 to FTA for SHPO consultation, and FTA commented on the approach for the proposed APE, citing SHPO concurrence, on May 27, 2014. In order to complete the Section 106 consultation, it will be necessary to complete the following steps:

- Develop an APE with FTA approval and SHPO concurrence;
- Identify and evaluate historic properties within the APE;
- Assess effects on historic properties that may result from the A Line Project; and
- Resolve adverse effects, if any.

Purpose and Need for the Project

The purpose of the A Line project is to provide faster, more attractive, and highly visible transit service in the corridor without expanding the roadway's footprint. The need for the project is summarized by two key challenges: slow transit travel speeds and inadequate passenger facilities that keep transit from competing with single-occupant vehicles (SOVs) for most of the traveling public.

Slow travel speeds result from buses being stopped for much of their trip through the corridor. Current observations of Route 84, the local service currently operating on Snelling/Ford, show

that during peak hours, buses are only in motion about half of the time over the course of the route from 46th Street Station to Rosedale. About a quarter of the time, buses are stopped to board and alight passengers at stops every 1/8 mile. Another quarter of Route 84's running time is spent stopped at the corridor's 34 signalized intersections. A very small amount of delay is accrued from congestion.

Passenger facilities are limited due to space constraints at each stop and by the high number of stops along the corridor. There are currently 106 bus stops along the Snelling/Ford corridor. Passenger waiting facilities are nonexistent or inadequate at the majority of these stops. Only 25 of these stops have shelters to protect passengers from the elements. Moreover, the vast majority of stops do not have facilities commensurate with their levels of passenger demand; most stops are marked only with a pole in the ground and a small sign.

Project Components

To address the needs for the project, the project will construct and deploy four elements: station platforms, enhanced shelters and amenities, transit signal priority, and specialized vehicles. These elements are described below, along with a description of improved service frequency and a summary of construction phase activities.

Station Platforms

The project will construct 38 station platforms within the existing transportation rights-of-way of Snelling Avenue, Ford Parkway, and 46th Street. Platforms are conceptually defined as 80 feet in length and 10-12 feet in width and may include raised (9-inch) curbs for near-level boarding. The location of the 38 station platforms are shown on Attachment 1. At 24 of the 38 locations, the project will construct sidewalk "bump outs," or curb extensions, in existing parking or right-turn lanes in order to provide more transit passenger space. At 12 locations, "curbside" stations will be constructed within existing curb lines and sidewalk space. At the remaining two locations, existing transit center facilities will be retrofitted with sidewalk treatments and branding elements to create platform waiting areas.

Enhanced Shelters and Amenities

Within the limits of the 38 platforms, the project will also construct enhanced passenger shelters with premium amenities. Shelters will be sized in a range of modular configurations to accommodate customer demand and fit within site constraints without requiring right-of-way acquisition. A conceptual station and its functional elements is rendered in Attachment 2.

Planned amenities include the following:

- Identifiable station markers to clearly communicate service availability
- Electronic ticket vending machines to facilitate proof-of-payment fare collection
- Real-time next bus arrival electronic information and static wayfinding information, including clear connections to intersecting service and nearby destinations
- Other amenities including radiant heat lamps, lighting, emergency call boxes, security cameras, waste receptacles, and bicycle racks

Transit Signal Priority (TSP)

Analysis and stakeholder discussions are underway to determine which of the 34 traffic signals along the A Line alignment will be modified for TSP. Signals identified for TSP will be modified to provide the necessary TSP detector, firmware, equipment, and signal controller. No new traffic signals will be installed as part of this project. In some cases, existing signal controllers at intersections may already be compatible with new TSP equipment and may not require installation of a new signal controller.

Specialized Vehicles

The project will purchase and deploy up to ten specialized 40-foot buses plus two spare vehicles. Specifications include low-floor, 40-foot buses with specialized fairings and a distinctive paint scheme, along with modified seating arrangements to allow for better interior circulation and wider doors for faster boarding and alighting. Up to nine of these vehicles will replace current or planned local bus fleet needs in the corridor.

Frequent Service

The A Line project will modestly increase transit service in the corridor. Currently, Route 84 travels the length of the project corridor, with service every 10 minutes (six trips per direction per hour) for much of the day. In 2015, the A Line will become the primary service in the corridor with 10-minute frequency (six trips per direction per hour). Route 84 will continue to run at a reduced frequency of every 30 minutes (two trips per direction per hour) to serve local trips and a non-enhanced branch of that route. The A Line project will result in two additional buses per direction per hour traveling in the corridor as compared to existing conditions.

Construction Phase Activities

At each station site, sidewalk and/or lane demolition and excavation will be required to prepare right-of-way for platform construction activities along Snelling Avenue, Ford Parkway, and 46th Street will be phased to coordinate with other planned reconstruction efforts slated for the same (2015) construction season. A Transportation Management Plan (TMP) will be completed as part of the design phase in order to manage access to pedestrian facilities, properties adjacent to construction sites, bus stops, and other system users.

Effects Analysis

The A Line will operate in mixed traffic and will run in existing traffic lanes along existing streets. Street reconstruction is not planned, though there will be curb extensions (bump outs) constructed at 24 of the 38 proposed stations, and enhanced passenger shelters and amenities will be included at all stations. Construction activity will be limited to the existing transportation rights of way.

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

A Line Project, and because it is an enhancement of an existing bus route, the project is unlikely to spur redevelopment.

The A Line Project will represent a visual change to properties nearby the proposed stations. Construction at the proposed stations will include station platforms, passenger shelters, and associated amenities. The station platforms will be raised for level boarding and some will be constructed as bump outs. The passenger shelters and amenities will be new structures – either completely new structures for the locations or, at least, enhanced structures where there are existing shelters. This construction will introduce new visual elements to the corridor and, therefore, will have an effect on nearby historic properties. Because they would be the most visible element, the passenger shelters would have the most potential for visual effects on historic properties. Due to the urban nature of the route and the proposed dimensions and materials of the shelters (see Attachment 2), the visual changes are expected to be minor and would be limited to properties in the immediate vicinity of each station.

Cultural Resources Studies

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

Archaeological Resources

The construction activities will occur entirely within existing transportation rights-of-way, which have been previously disturbed during the construction of the existing infrastructure, including roadways, utilities, sidewalks, and so forth. As a result, the potential for effect to archeological resources is low, and no additional archaeological studies will be undertaken for the purposes of Section 106.

Area of Potential Effect (APE)

Summit has delineated a recommended APE for the A Line project based on current project information (Attachment 3). The APE consists of the proposed project construction limits, as well as a buffer around the construction limits to account for visual effects on nearby properties. Metro Transit previously delineated a draft APE, which was reviewed by FTA. With SHPO's input, FTA commented that the APE should take into account visual effects and, therefore, should include properties within the viewshed of bus stations where appropriate.

As described in the effects analysis above, the only foreseeable potential effect to historic properties resulting from the A Line project is visual changes resulting from construction of new shelter structures. The proposed changes resulting from the A Line project can be grouped into three categories:

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

The currently proposed APE addresses potential visual effects by including properties that have a direct view of the new shelter. Because the northbound and southbound stations are generally grouped at single intersections, the APE will include properties in the four quadrants of intersections where stations are proposed or the equivalent where stations are not at intersections (2N for example). The table in Attachment 4 lists the station locations and the status of the shelters. The APE includes properties that would have direct views of new shelters, but it does not include properties that would have obscured views of new shelters because, in those cases, visual changes would be unnoticeable to most viewers.

There are five properties within the study area – the Minnesota State Fair Grounds, the Hubert H. Humphrey Jobs Corps Center, Hamline University, Macalester College, and the former Ford Plant – that each consist (or once consisted) of many buildings spread out over a single multi-acre parcel. Because the only potential for effects to historic properties would be along the Snelling Avenue frontage, only the first tier of buildings or land along Snelling Avenue within these five institutions is included in the APE. Each institution, however, will be evaluated for its potential as a historic district within its historic-period boundaries, and if any of them is a historic district, the potential effects on the district will be assessed. This approach has been utilized successfully for other transportation projects, such as the Snelling Avenue Median Project in St. Paul.

Additional Consulting Parties

Because there is an existing stakeholder engagement process that is being undertaken for the purposes of NEPA, the Section 106 public engagement will utilize this process. For example, historic resources will be discussed at a stakeholder meeting after the historic resources report has been submitted to SHPO and prior to the assessment of effects. This will allow Summit and agencies to gather input regarding the identified historic properties as well as concerns regarding effects to those properties. The topic of historic resources will be specifically stated as an agenda item in notices for this stakeholder meeting. If any interested parties request status as consulting parties, they will be included in the consultation process.

Identify Historic Properties

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

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

The review of previous historical studies will indicate what portions of the APE have been previously surveyed, and which properties previously have been found to be historic and which have been found to be not historic. For the purposes of Section 106, a property is considered historic if it is listed in or eligible for listing in the National Register of Historic Places (National

Register). It is expected that additional historical analysis will be needed to survey areas not previously surveyed, to update areas surveyed more than a few years ago, and to assess the current conditions of properties previously determined eligible.

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

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

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

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

Assess Effects to Historic Properties

Summit will assess the nature of effects resulting from the A Line Project on historic properties within the APE. Based on the current understanding of project impacts, it appears that visual changes are the only potential effect to historic resources. The assessment of effects will take into account the character defining features of each historic property within the APE and how the project may alter those features. If the project will not result in changes to character defining features of historic properties, then Summit will recommend a finding of No Adverse Effect.

This recommendation will be subject to review by Metro Transit and FTA, and FTA will make a finding. SHPO will be consulted regarding this finding and their concurrence will be sought. If SHPO concurs, the finding of No Adverse Effect would conclude the Section 106 process.

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

Documentation

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

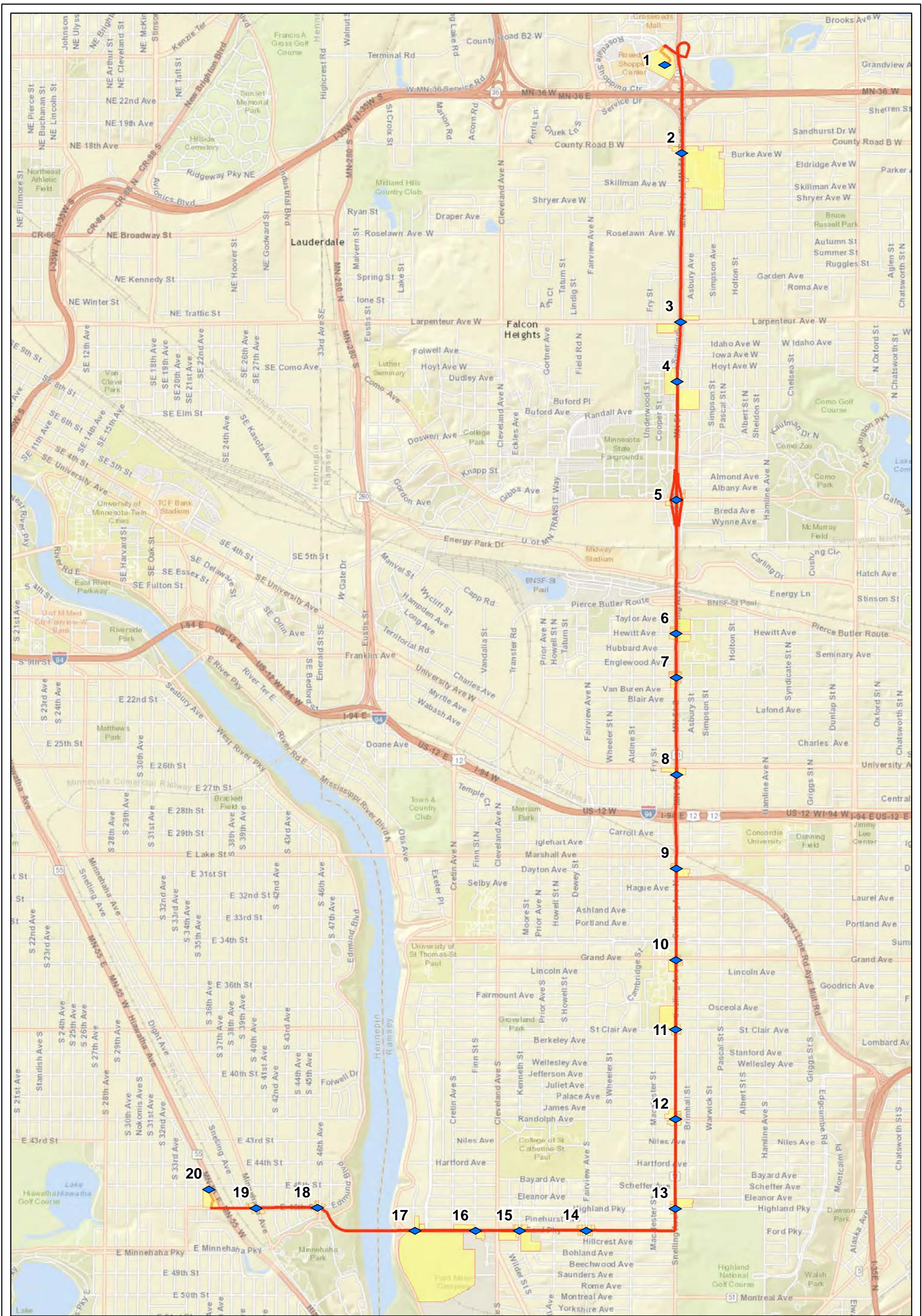
The Phase I (and Phase II, as needed) report will be submitted to FTA for review and comment, and after Summit has addressed comments, if any, FTA will submit the report to SHPO for review and concurrence prior to the effects analysis. That way, agency agreement is reached regarding which properties are eligible, and effects analysis will be completed only for properties that are considered eligible by consulting parties.

Once agreement has been reached regarding eligible properties, Summit will prepare and submit a supplemental report with the effects analysis for Metro Transit and FTA review. This report will describe the nature of potential effects resulting from the A Line Project, will assess whether those effects would compromise the character defining features of historic properties, and will recommend whether effects would be adverse or not. FTA will then submit the effects assessment for SHPO consultation.

Resolve Adverse Effects

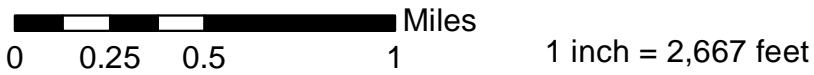
If a finding of Adverse Effects is made for the A Line Project, Summit will assist Metro Transit and FTA in resolving the adverse effects. Summit will identify potential mitigation measures in consultation with Metro Transit, FTA, and SHPO staff. Summit will prepare a draft memorandum of agreement (MOA) that describes the nature of the adverse effects and stipulates the mitigation measures that will resolve them. The MOA will be circulated for comments among the consulting parties. Summit will incorporate revisions to the MOA and will submit the revised document to FTA for circulation and signatures.

Attachment 1
Project Location Map



Legend

- ◆ Stations
- Parcels in Proposed Area of Potential Effects (APE)
- A Line Routing



Metro Transit A Line

Project Location



File: ALine.mxd
 Summit #: 2200-0002
 Plot Date: 10-22-2014
 Arc Operator: SJN
 Reviewed by: AJS

Attachment 2
Station Renderings

Metro Transit A Line Project
Rendering of Small Shelter (Draft concept, undergoing refinement)



Approximate size: 5' deep x 12' long x 10'4" tall

Metro Transit A Line Project
Rendering of Medium Shelter (Draft concept, undergoing refinement)



Approximate size: 5' deep x 24' long x 10'4" tall

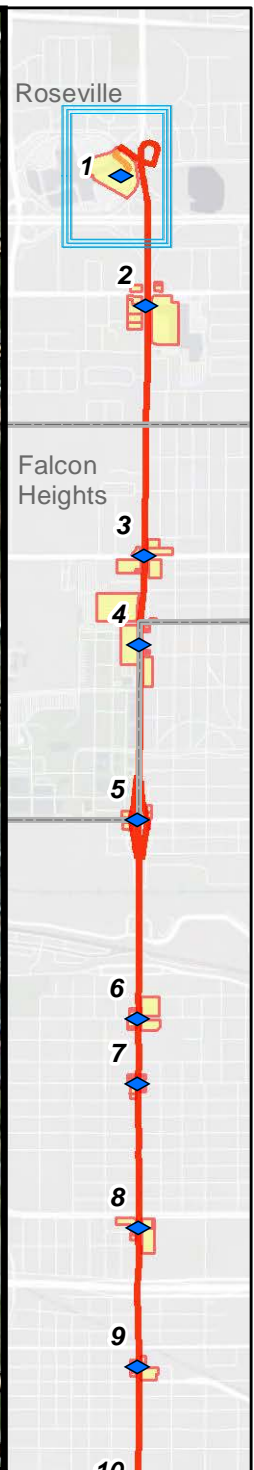
Metro Transit A Line Project

Rendering of Large Shelter (Draft concept, undergoing refinement)





Approximate size: 5' deep x 24' long x 12'5" tall (middle section), 10'4" tall elsewhere

Attachment 3
APE Map



Legend

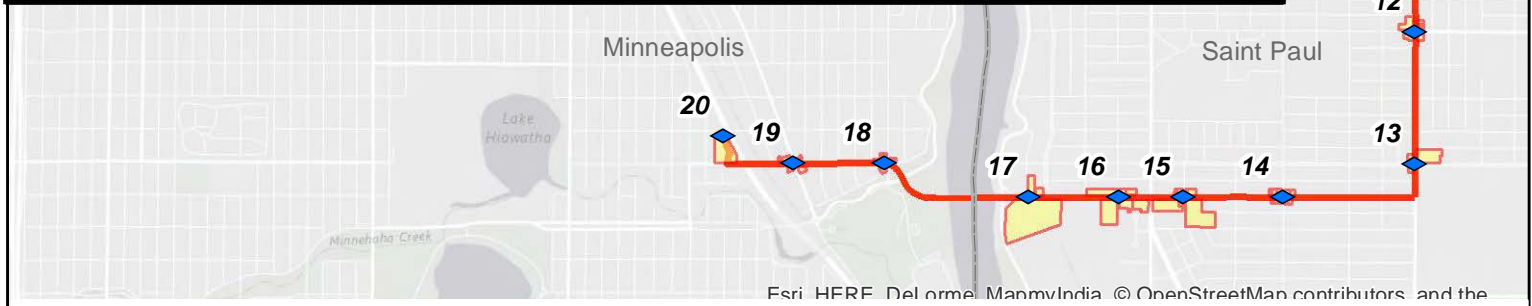
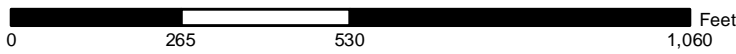
-  Stations
-  Parcels in Proposed Area of Potential Effect (APE)

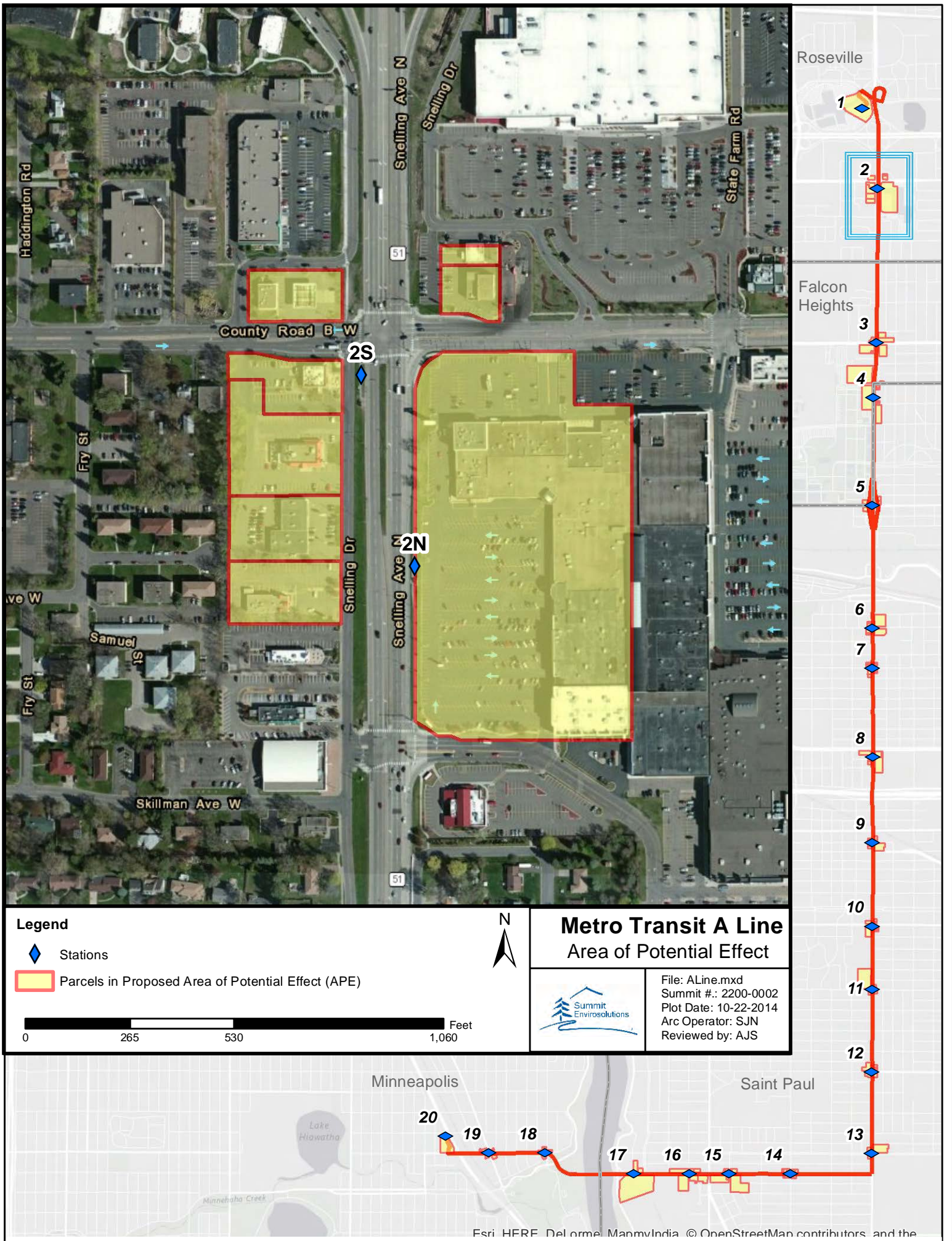


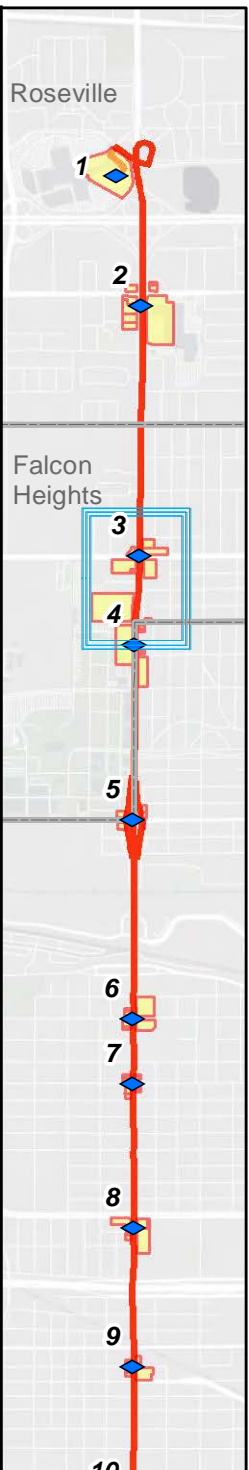
**Metro Transit A Line
Area of Potential Effect**





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 Summit #: 2200-0002
 Plot Date: 10-22-2014
 Arc Operator: SJN
 Reviewed by: AJJ

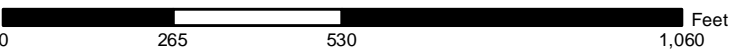






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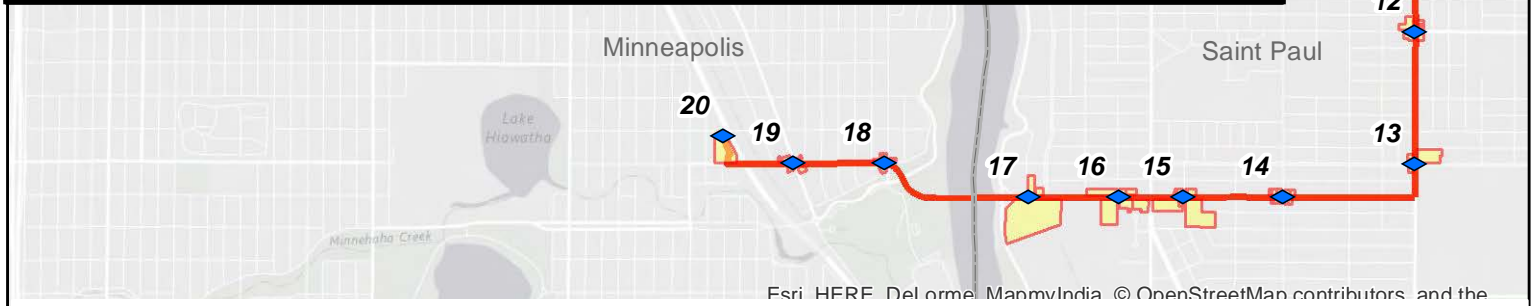
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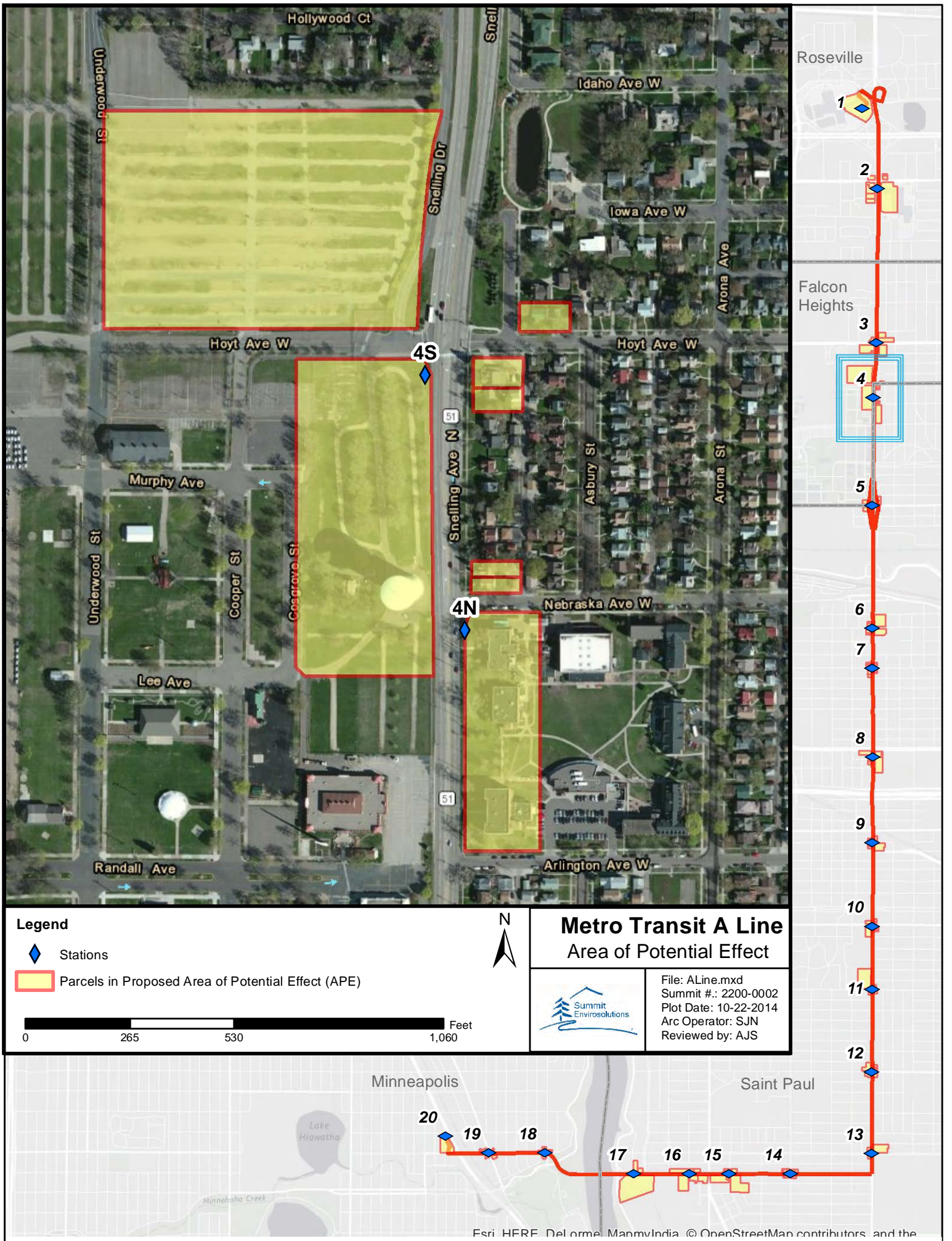


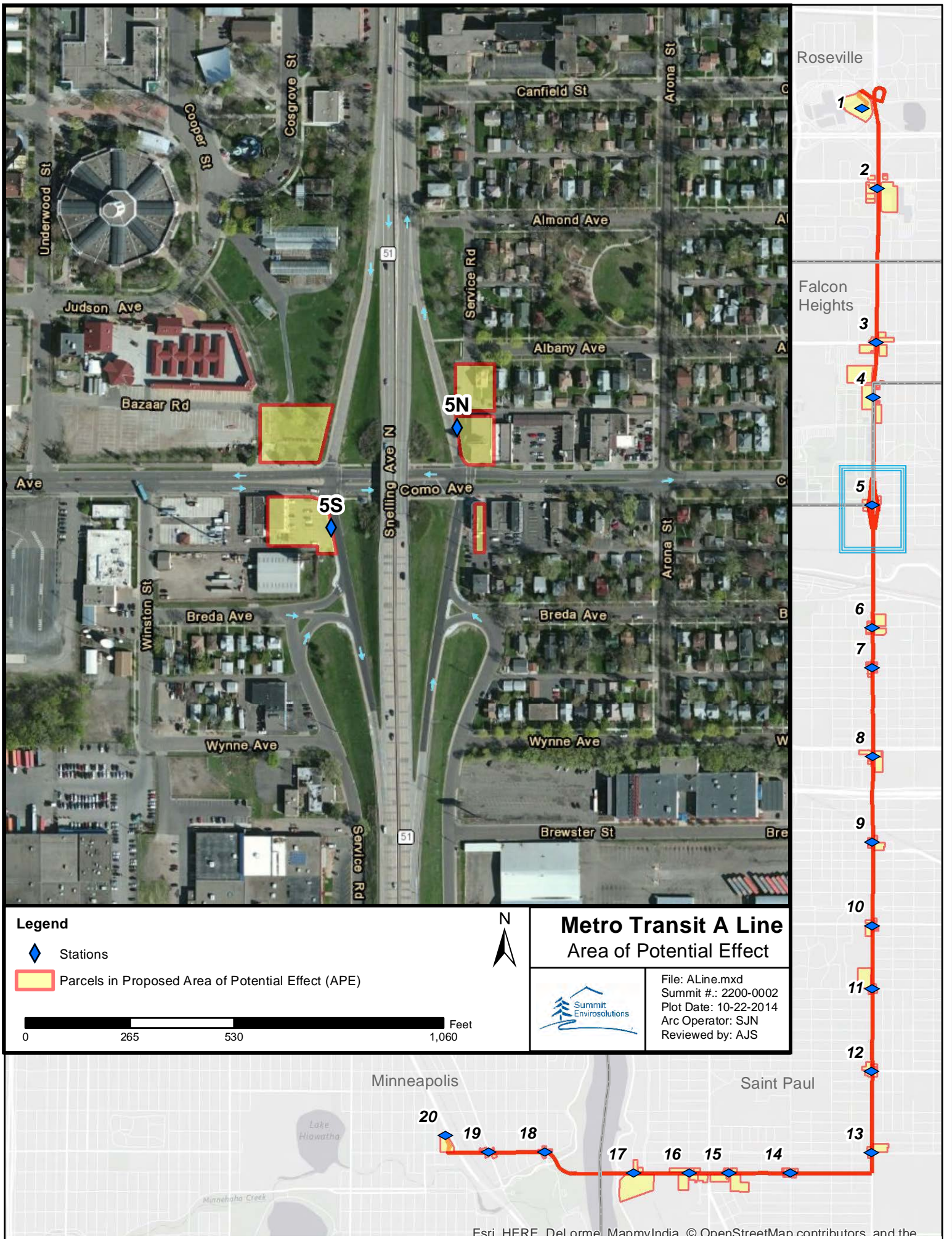
**Metro Transit A Line
Area of Potential Effect**

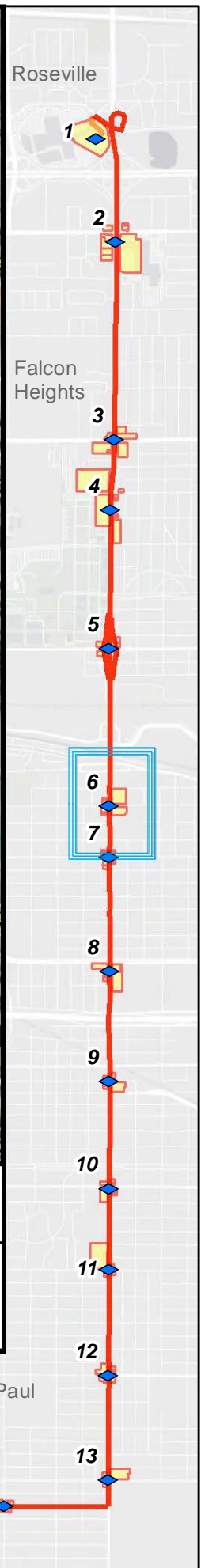


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 Plot Date: 10-22-2014
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 Reviewed by: AJJ











Legend

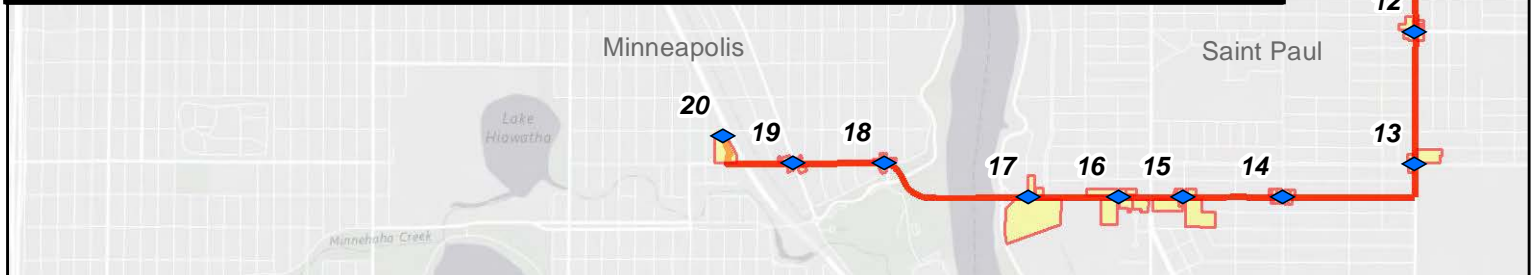
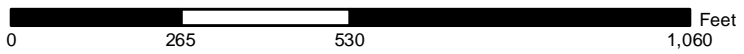
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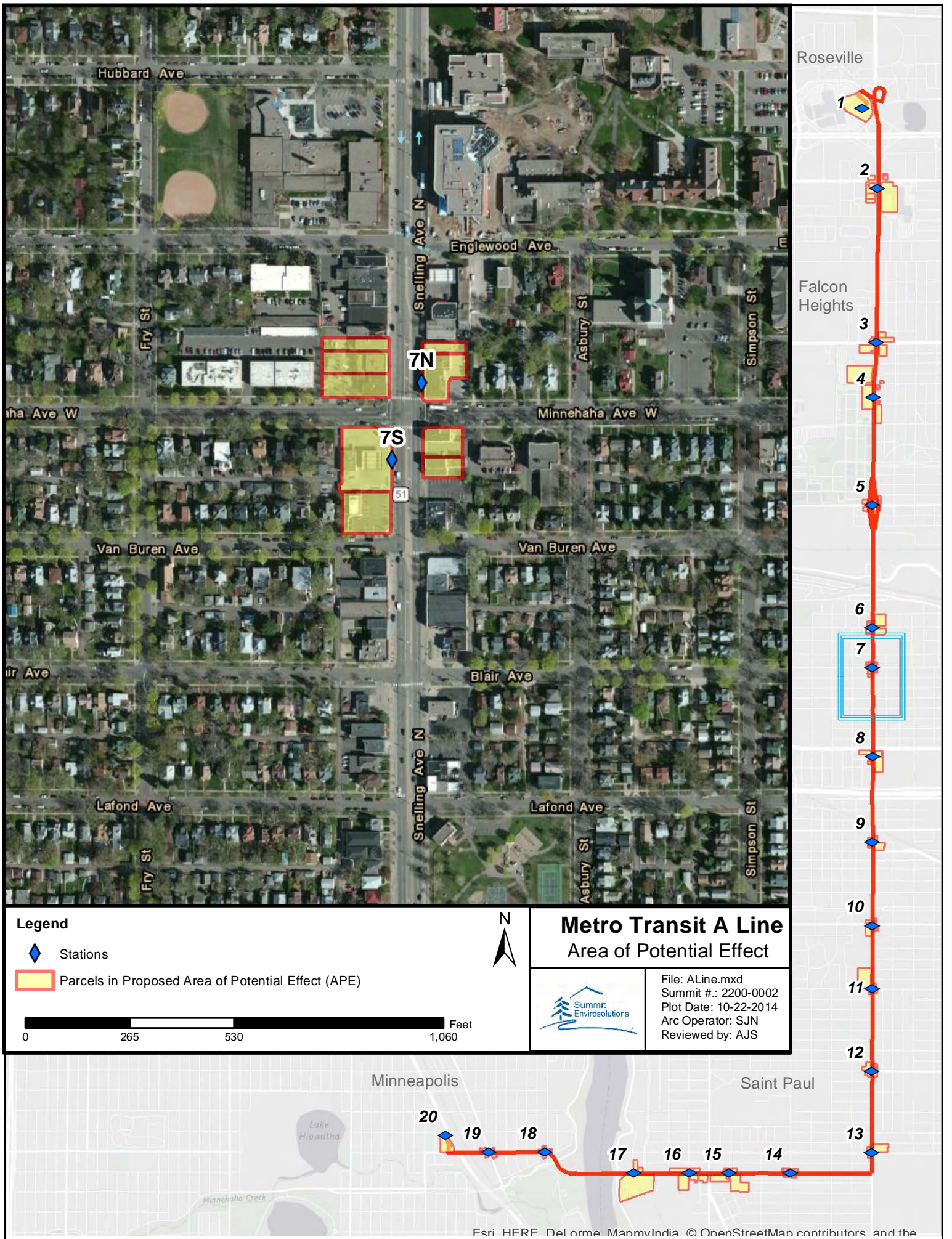


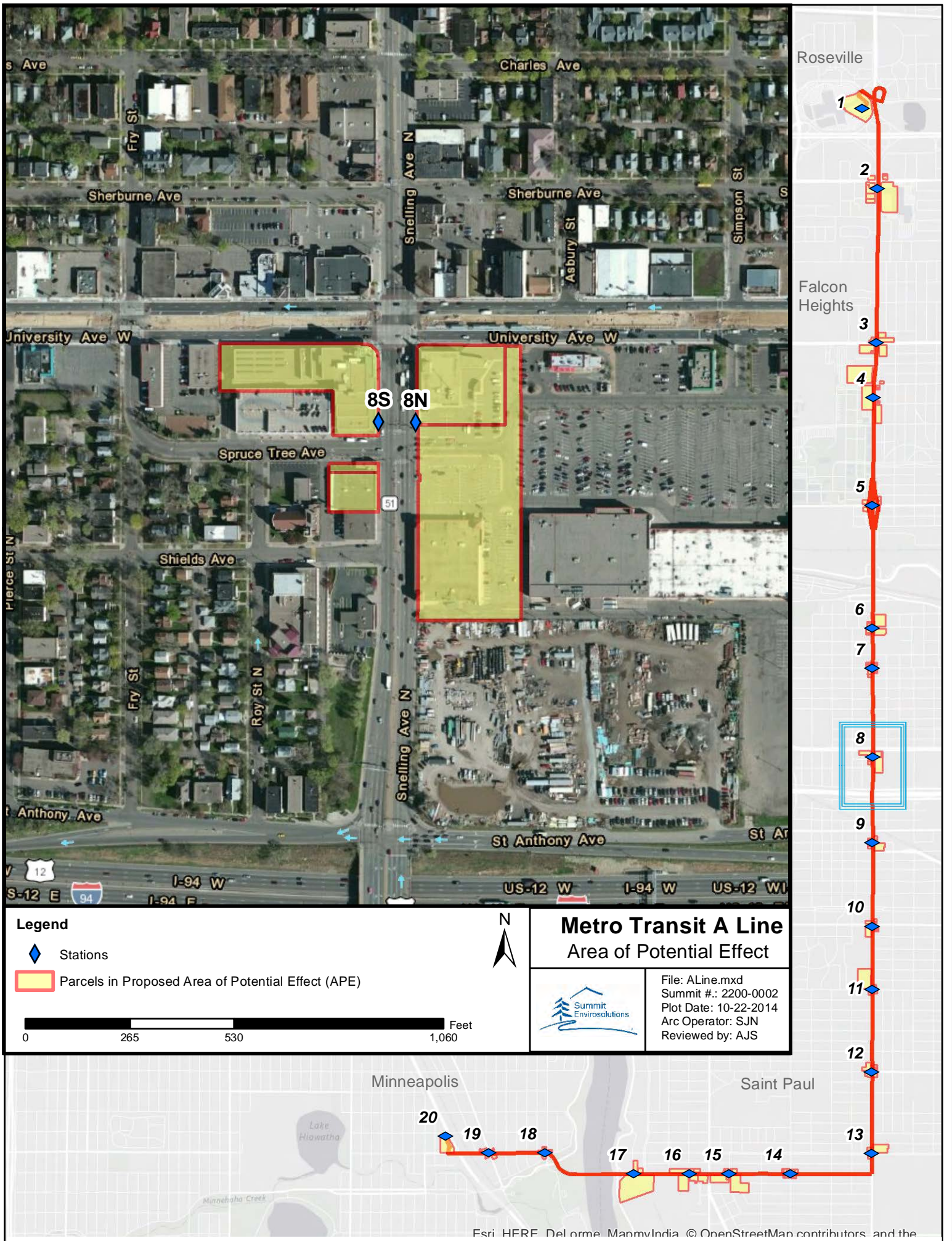
**Metro Transit A Line
Area of Potential Effect**

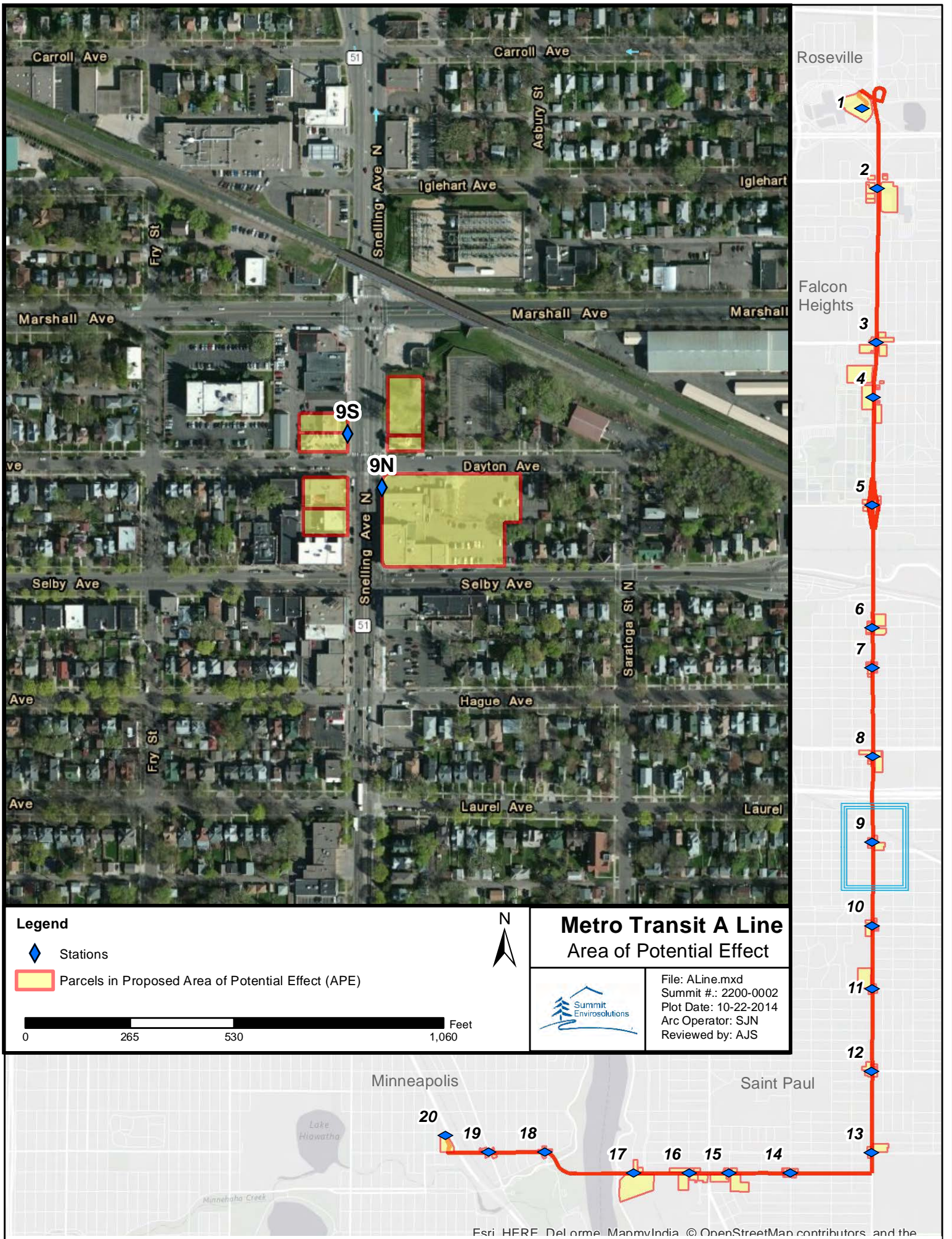


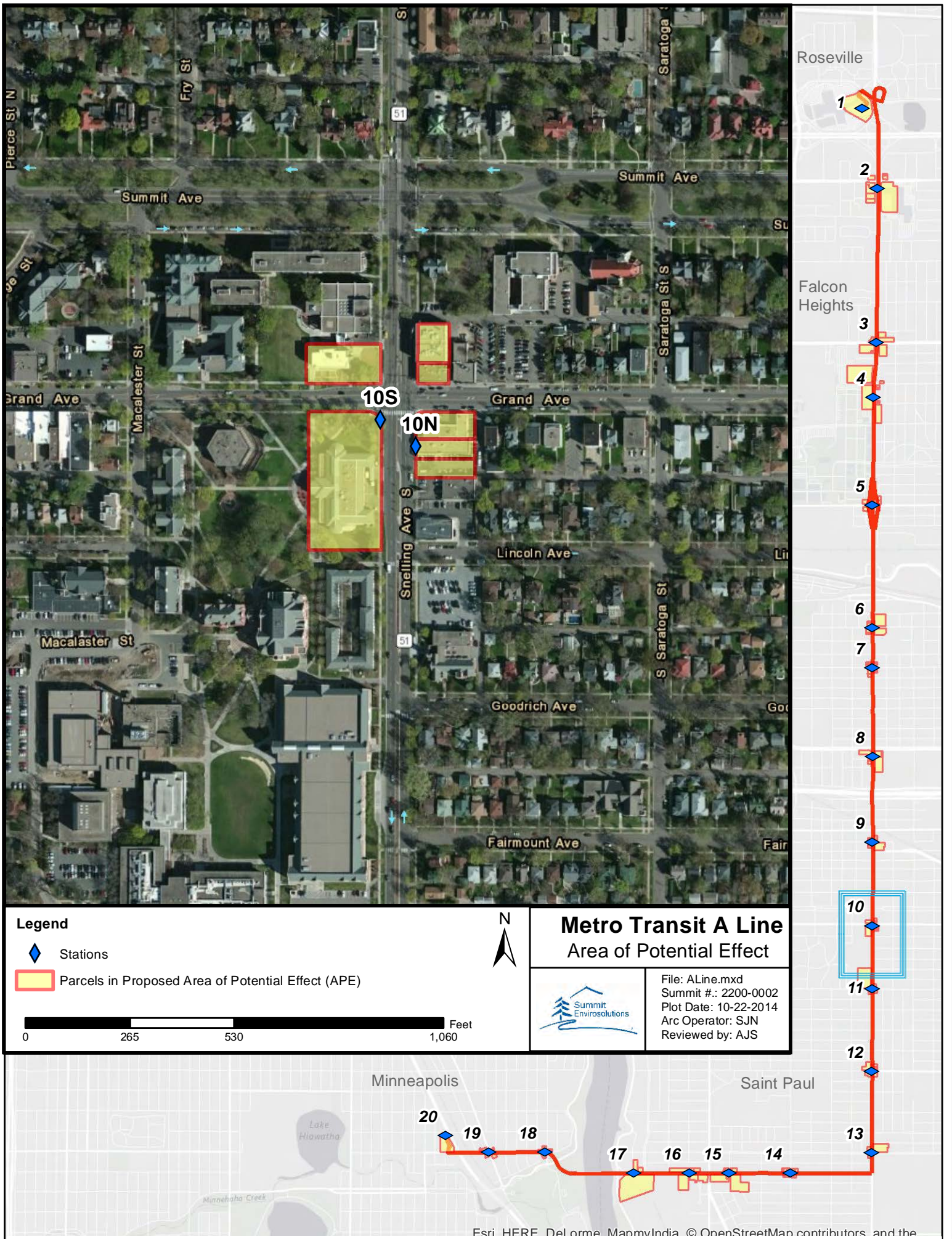
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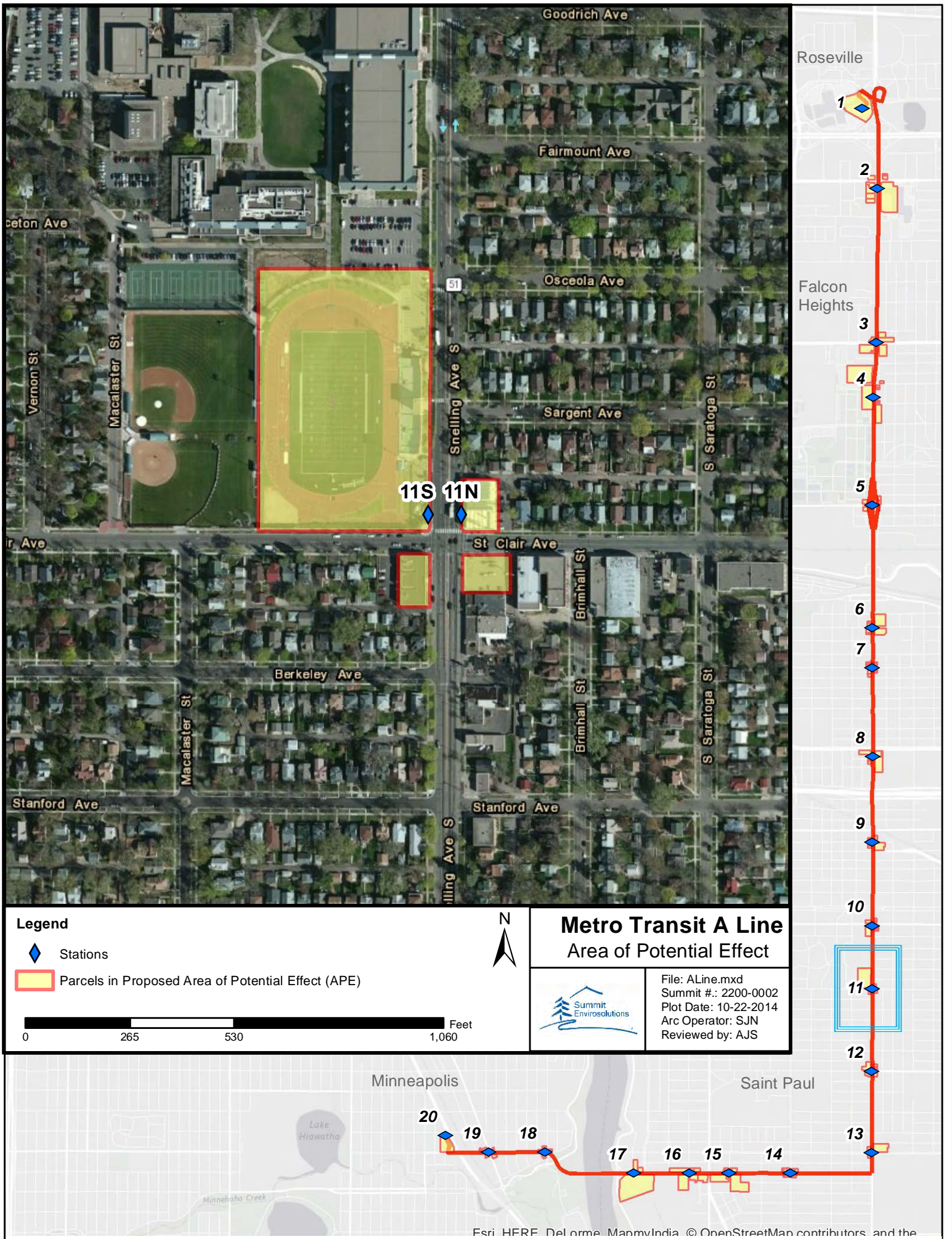


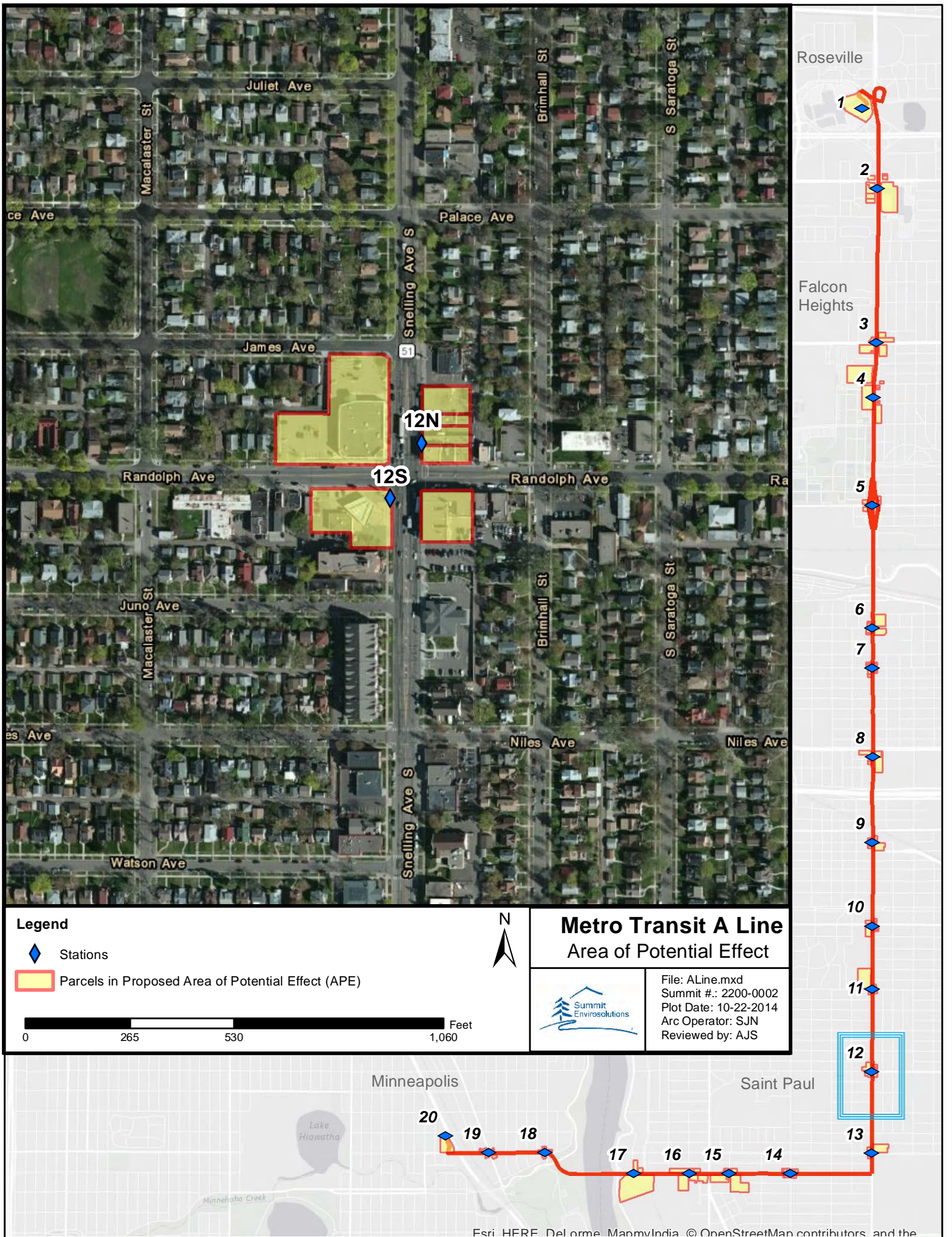


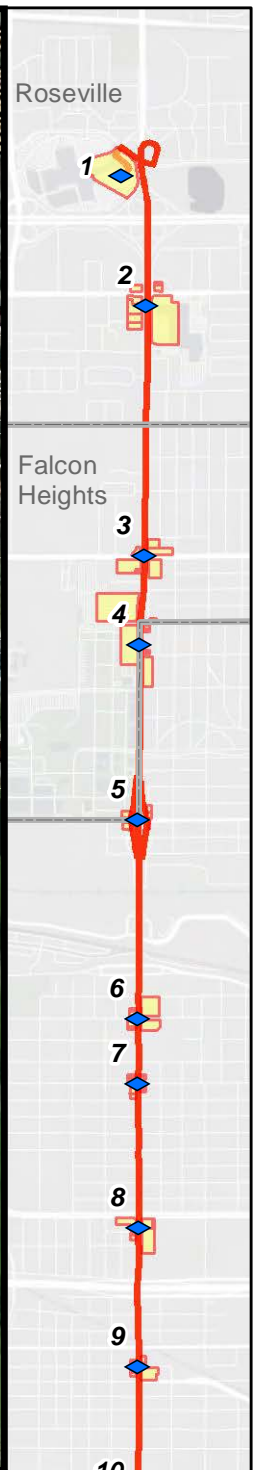
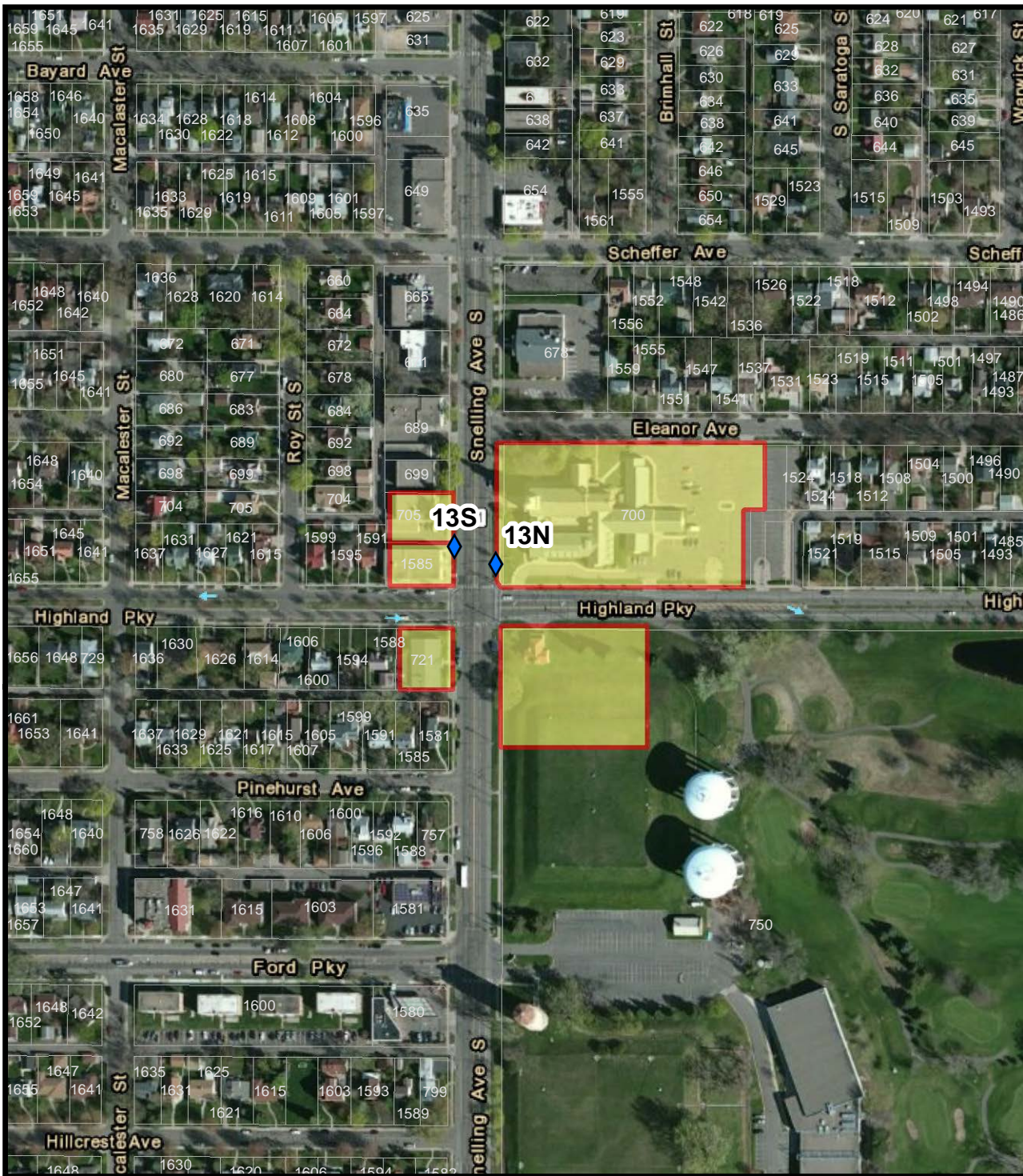














Legend

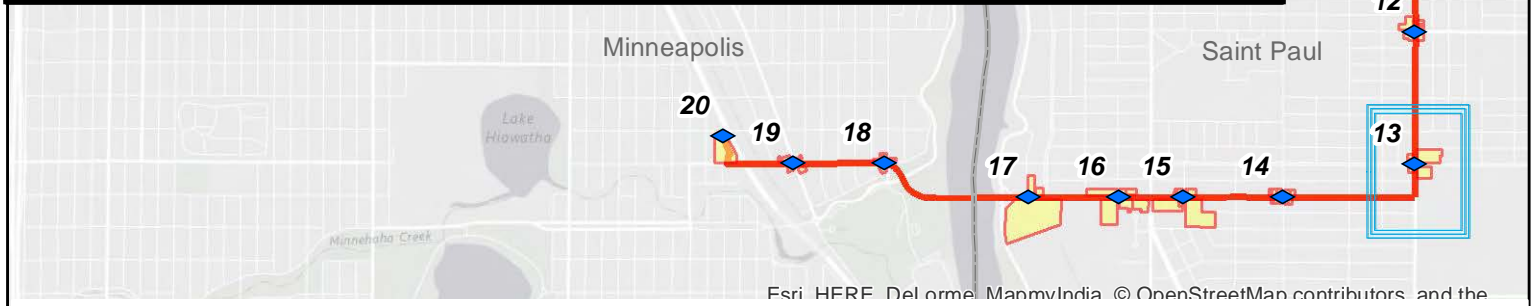
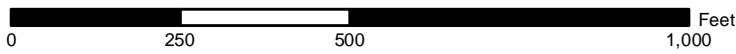
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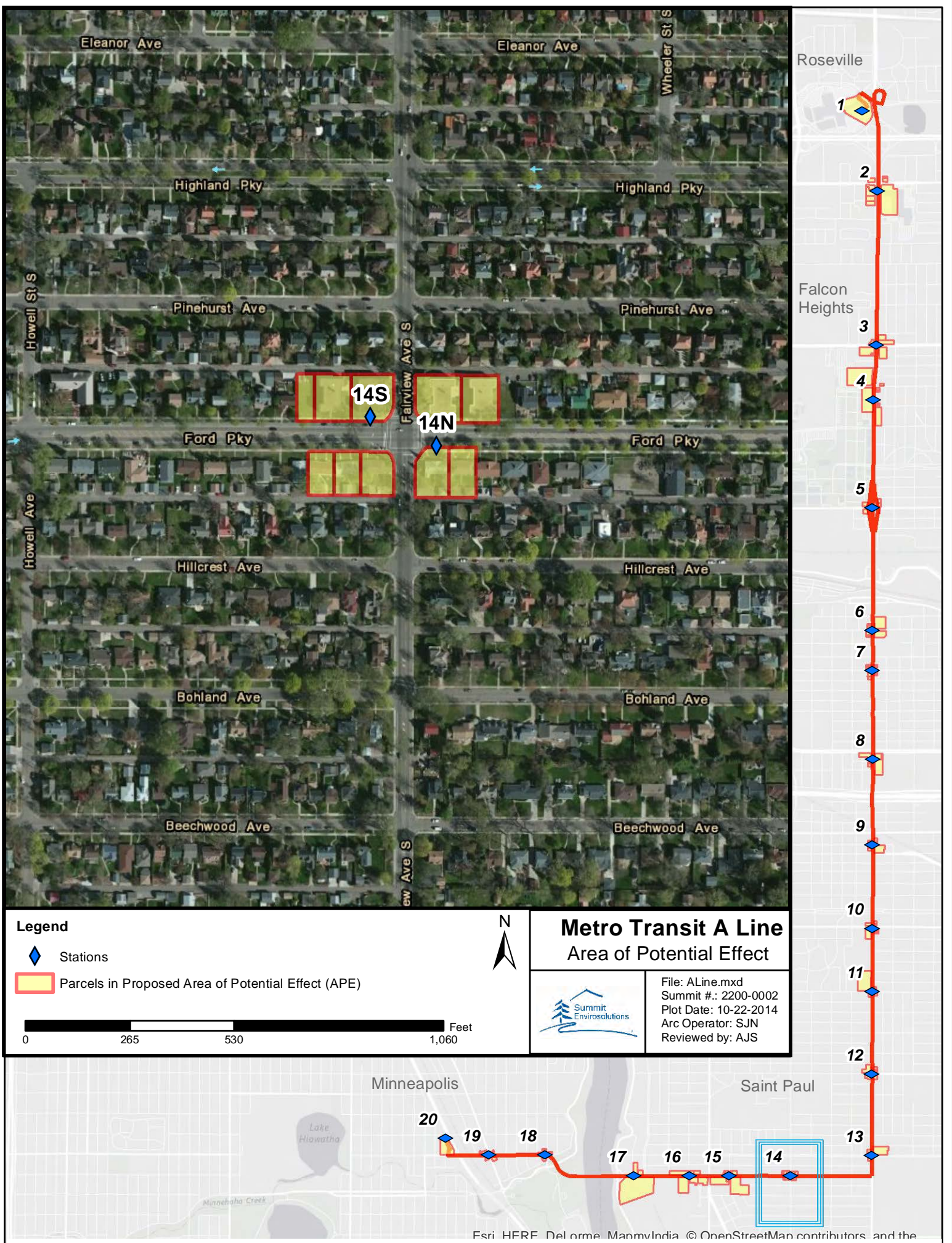


**Metro Transit A Line
Area of Potential Effect**



File: ALine.mxd
 Summit #: 2200-0002
 Plot Date: 10-22-2014
 Arc Operator: SJN
 Reviewed by: AJA





Legend

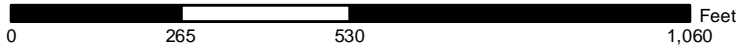
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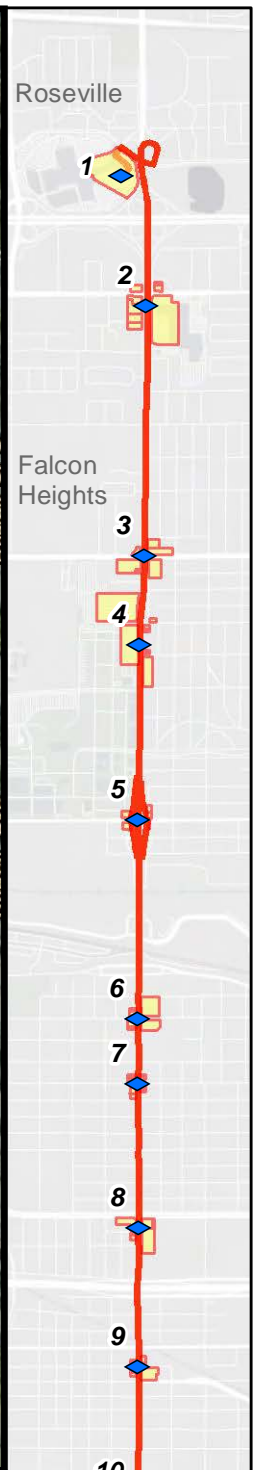
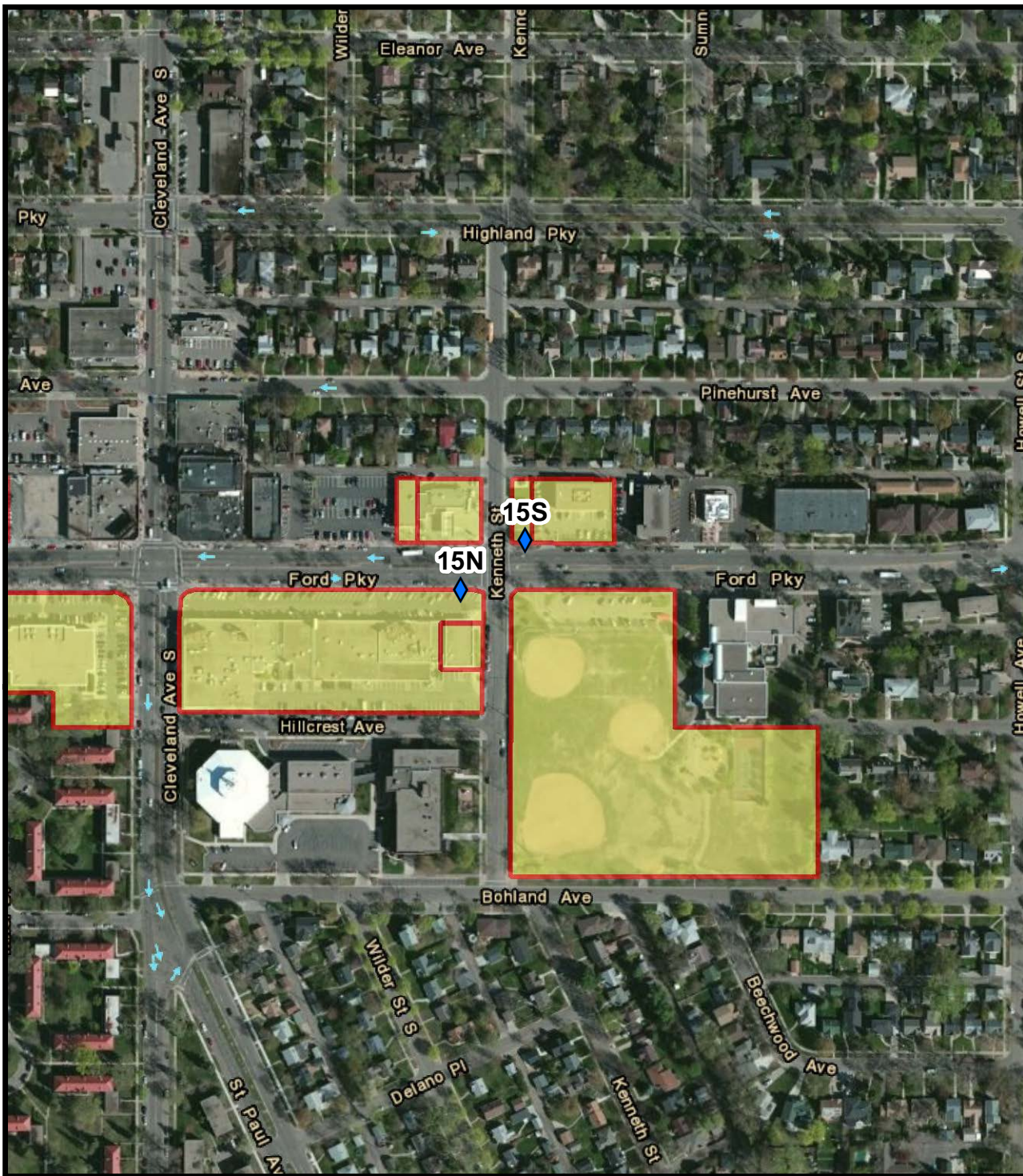


**Metro Transit A Line
Area of Potential Effect**





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 Summit #: 2200-0002
 Plot Date: 10-22-2014
 Arc Operator: SJM
 Reviewed by: AJS





Legend

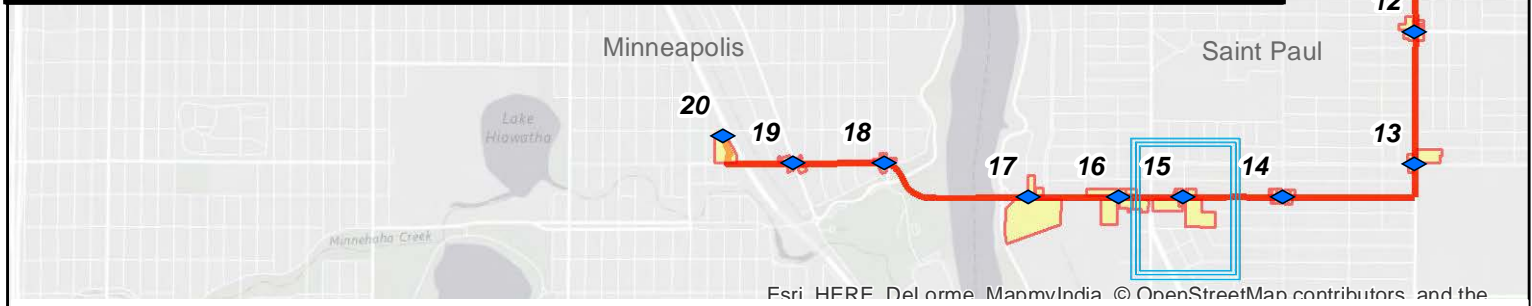
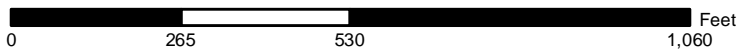
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-  Parcels in Proposed Area of Potential Effect (APE)

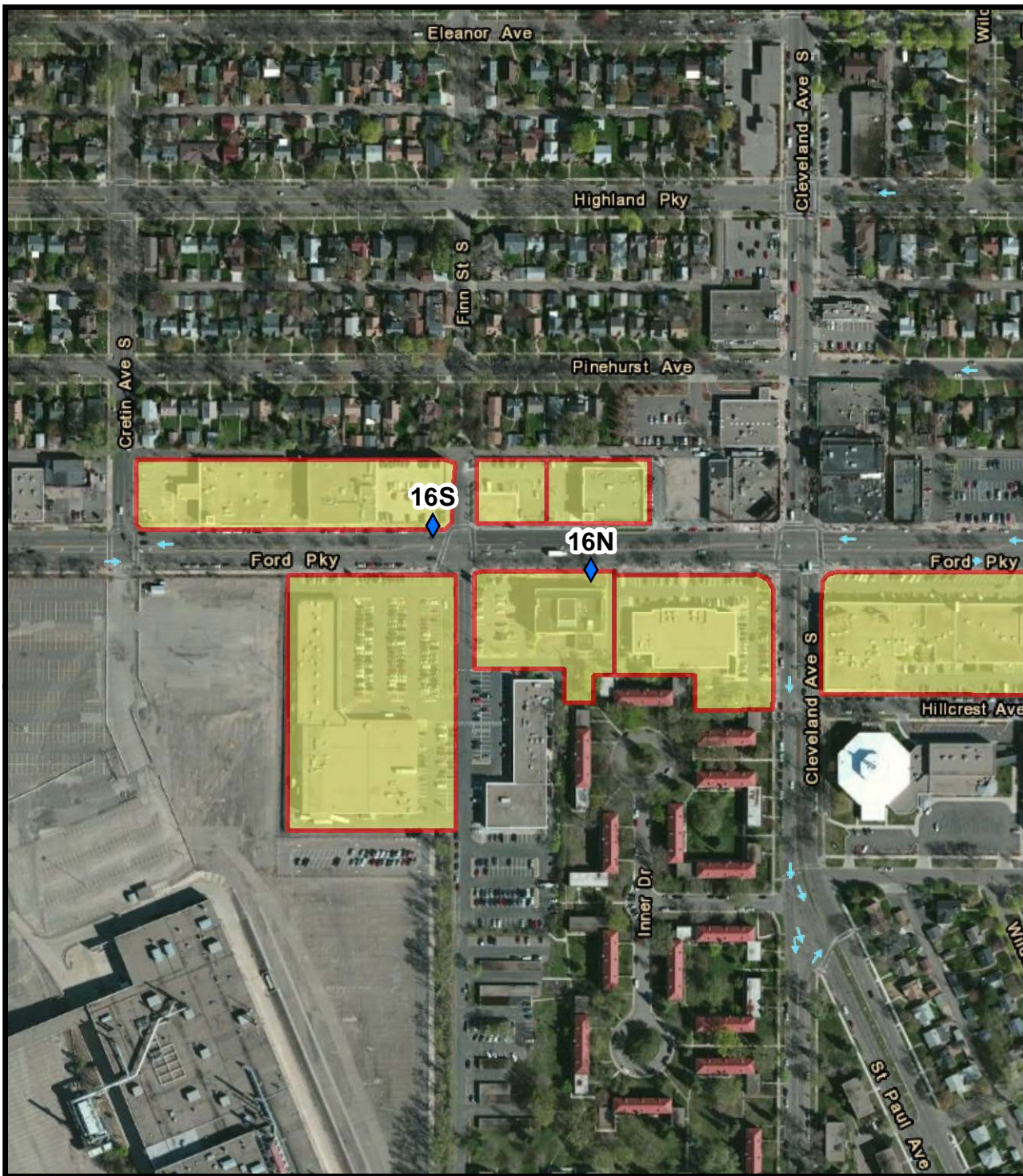


**Metro Transit A Line
Area of Potential Effect**





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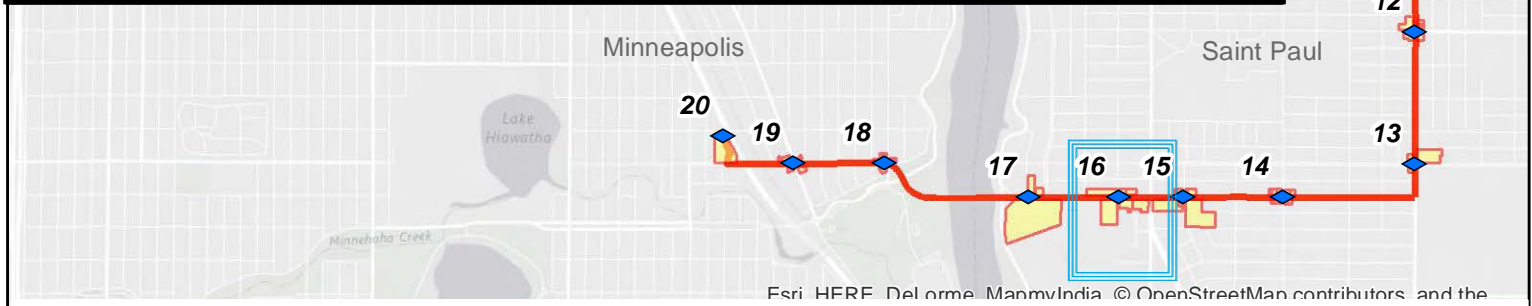
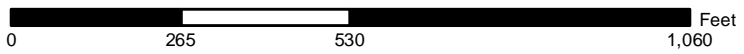
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-  Parcels in Proposed Area of Potential Effect (APE)



**Metro Transit A Line
Area of Potential Effect**





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 Reviewed by: AJJ





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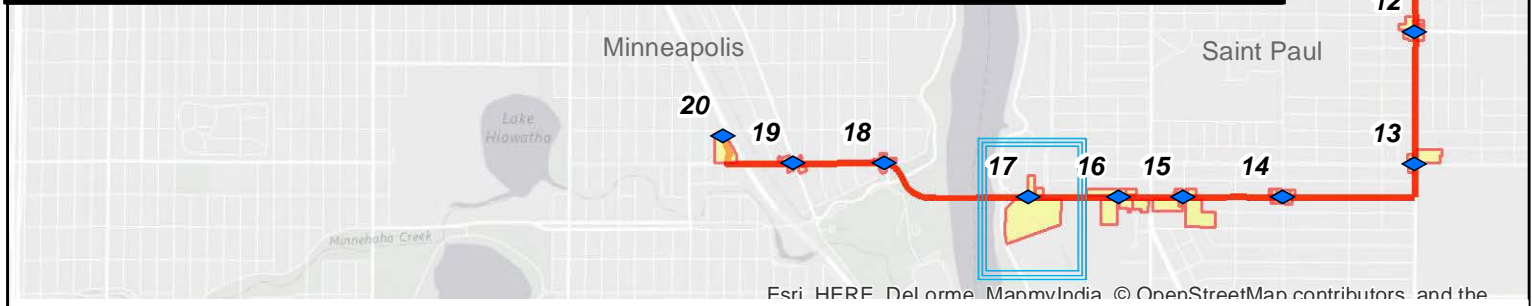
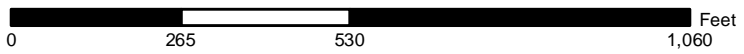
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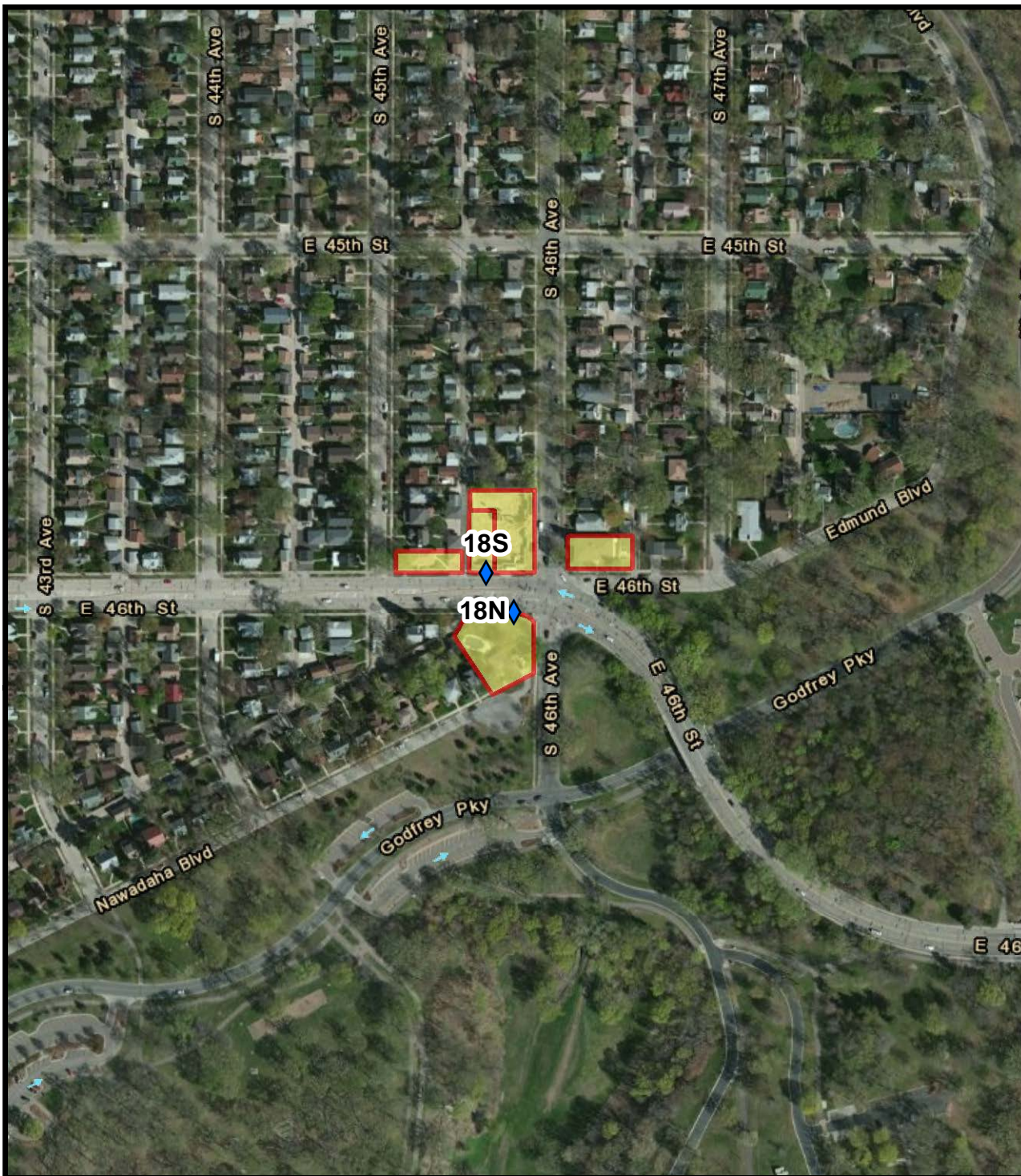


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Area of Potential Effect**





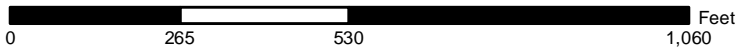
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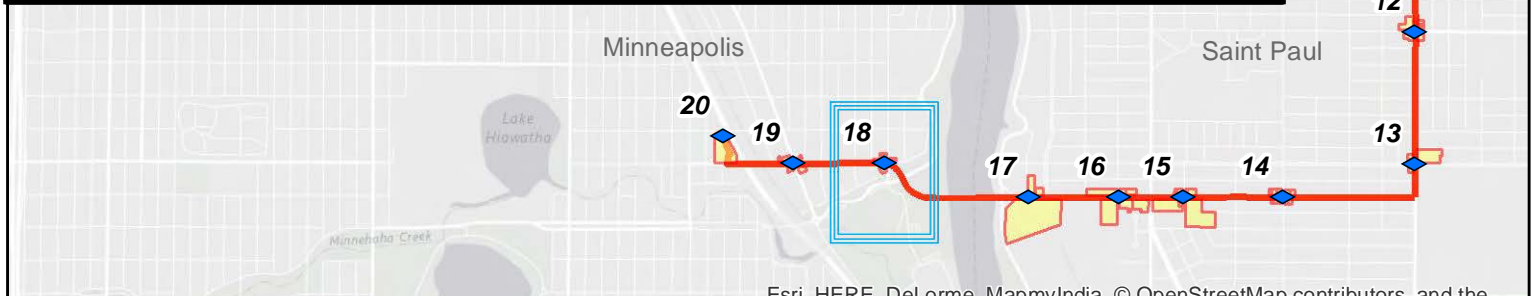
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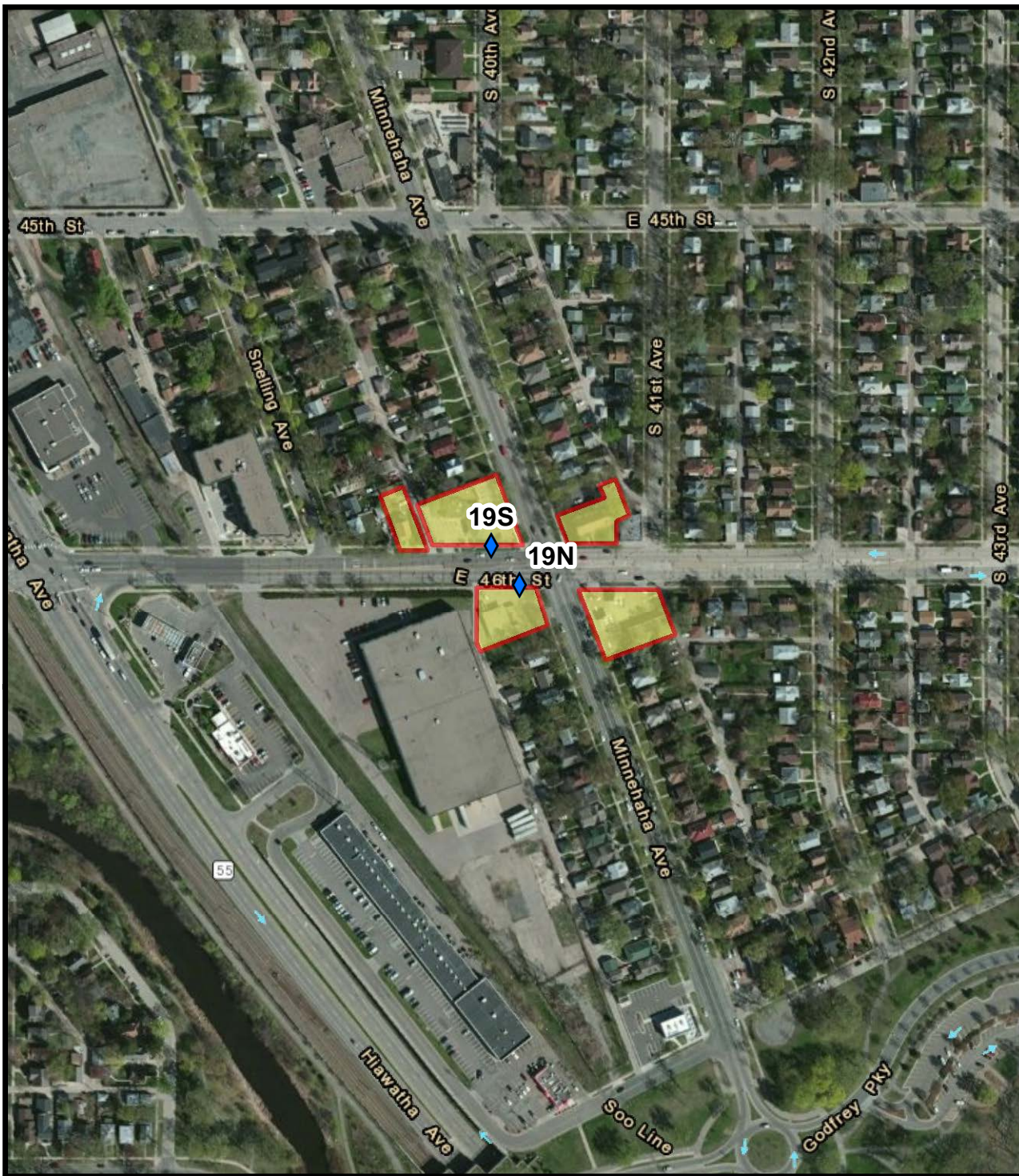


**Metro Transit A Line
Area of Potential Effect**





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 Summit #: 2200-0002
 Plot Date: 10-22-2014
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Legend

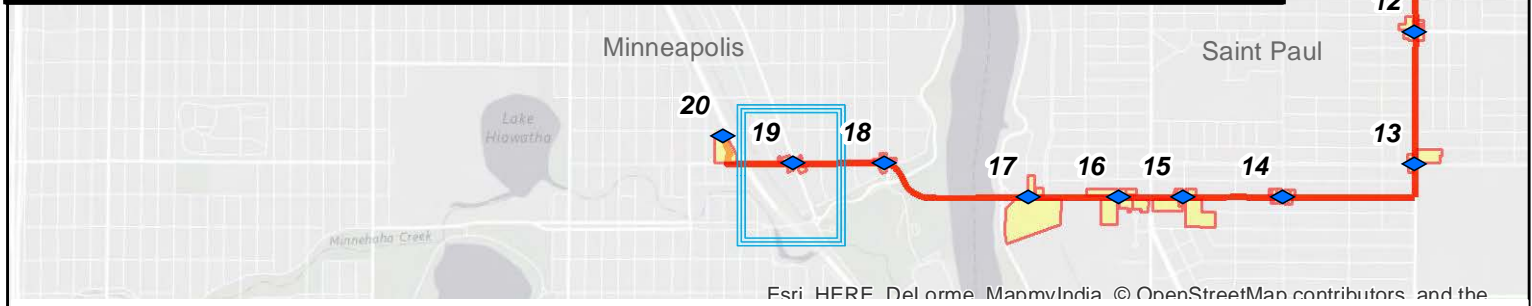
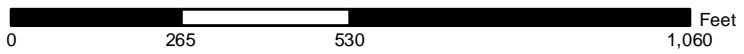
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-  Parcels in Proposed Area of Potential Effect (APE)

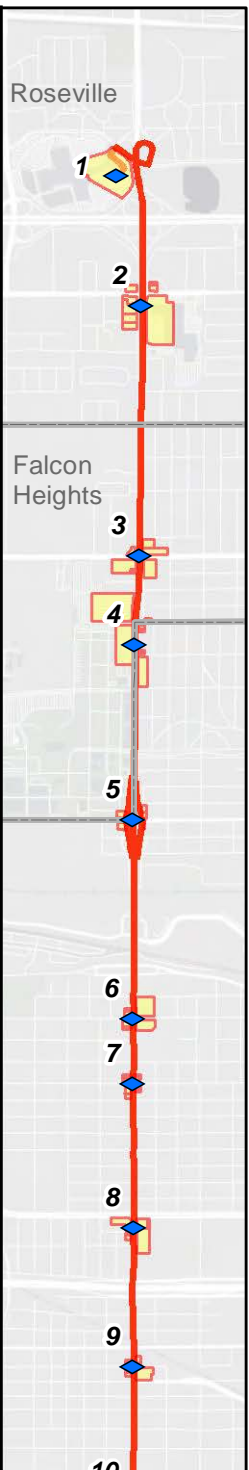
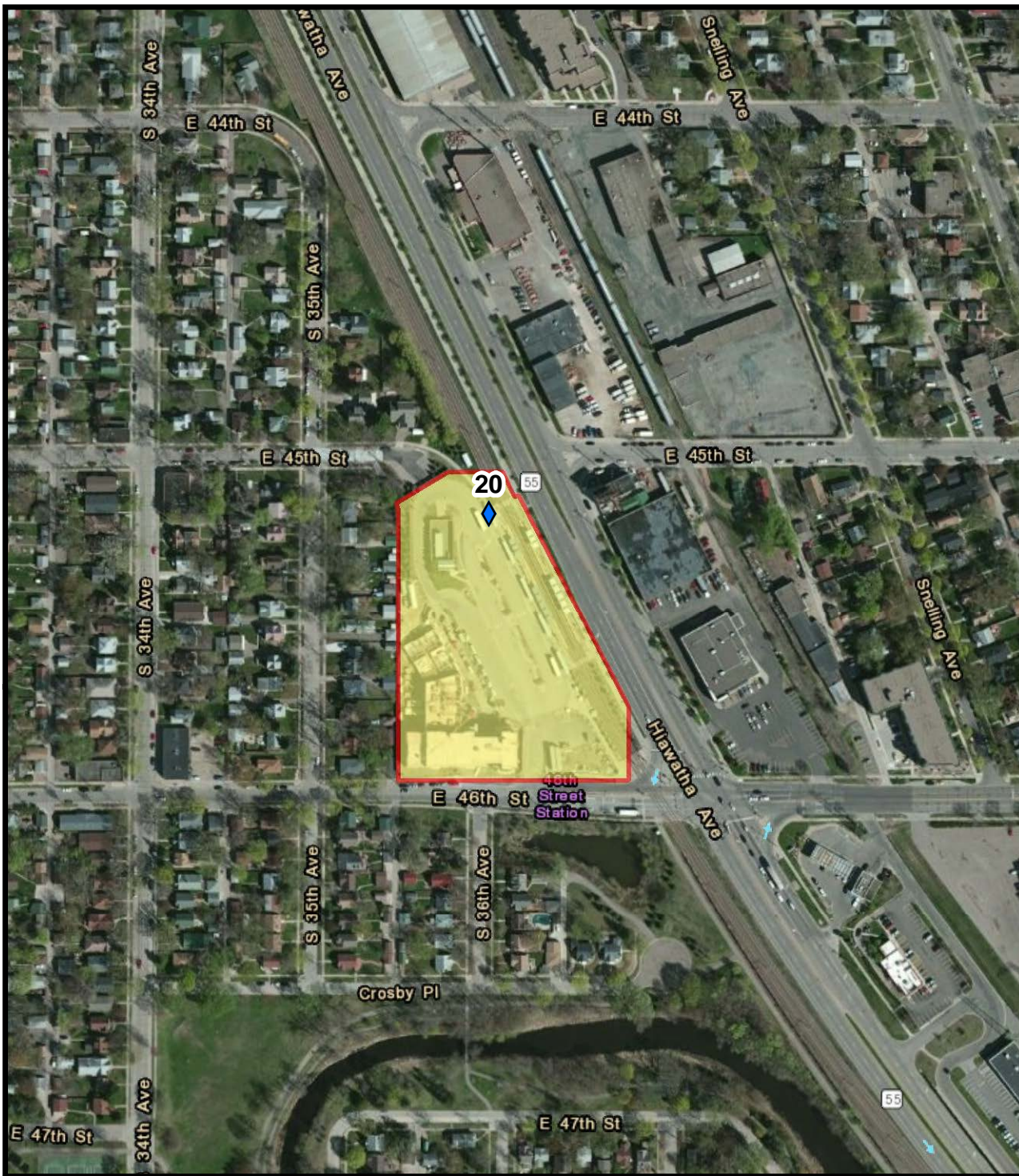


**Metro Transit A Line
Area of Potential Effect**





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 Summit #: 2200-0002
 Plot Date: 10-22-2014
 Arc Operator: SJN
 Reviewed by: AJS





Legend

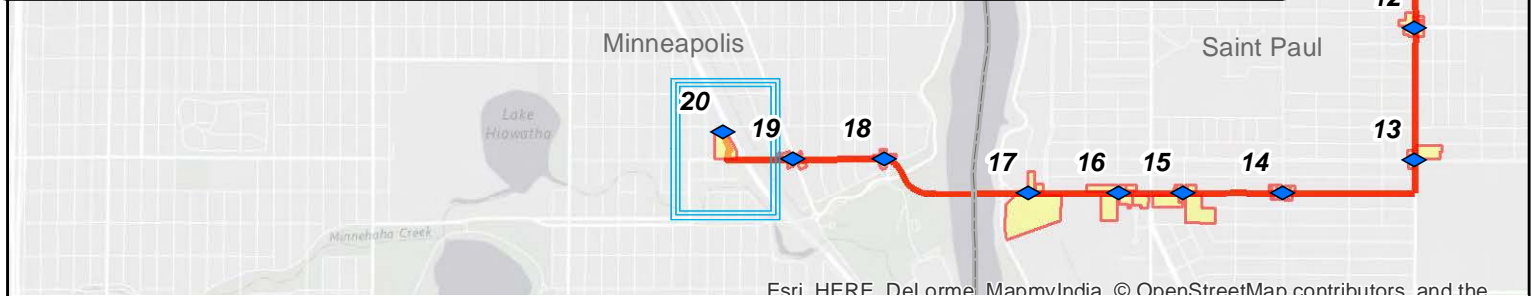
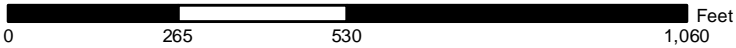
-  Stations
-  Parcels in Proposed Area of Potential Effect (APE)



**Metro Transit A Line
Area of Potential Effect**



File: ALine.mxd
 Summit #: 2200-0002
 Plot Date: 10-22-2014
 Arc Operator: SJN
 Reviewed by: AJJ



Attachment 4

Locations and Status of Shelters

Key to Colors:

New shelter, none existing	Replace existing shelter in approximately same location	Relocation from adjacent corner
----------------------------	---	---------------------------------

Site #	Location	Adjacent Property Address	Shelter Improvements	Station Type
1	Rosedale Transit Center	850 Rosedale Center, Roseville, MN 55113	Minor signage improvements	Transit Center: a platform will be constructed at a designated gate of the existing transit facility to create a terminal station.
2N	Northbound Snelling & County Road B	2100 N Snelling Avenue, Roseville, MN 55113	Replace existing shelter in approximately same location	Curbside Station Platform: a platform will be constructed within the existing curb line to accommodate all project elements.
2S	Southbound Snelling & County Road B	2151 Snelling Avenue, Roseville, MN 55113	Replace existing shelter in approximately same location	
3N	Northbound Snelling & Larpenteur	1700 Snelling Avenue, Falcon Heights, MN 55113	New shelter, no existing	
3S	Southbound Snelling & Larpenteur	1667 Snelling Drive, Falcon Heights, MN 55113	Replace existing shelter in approximately same location	
4N	Northbound Snelling & Hoyt-Nebraska	1265 Snelling Avenue N, Saint Paul, MN 55108	New shelter, no existing	
4S	Southbound Snelling & Hoyt-Nebraska	1480 Snelling Avenue N, Falcon Heights, MN 55108	Existing shelter north of Hoyt Ave., new shelter south of Hoyt Ave.	
5N	Northbound Snelling & Como	1565 Como Avenue, Saint Paul, MN 55108	New shelter, no existing	
5S	Southbound Snelling & Como	1608 Como Avenue, Saint Paul, MN 55108	Replace existing shelter in approximately same location	
6N	Northbound Snelling & Hewitt	1536 Hewitt Avenue, Saint Paul, MN 55104	New shelter, no existing	Bumpout Station Platform: a curb extension platform will be constructed within existing transportation right-of-way, conceptually defined as 80 feet in length and approximately 10-12 feet in width.
6S	Southbound Snelling & Hewitt	833 Snelling Avenue, Saint Paul, MN 55104	Replace existing shelter in approximately same location	
7N	Northbound Snelling & Minnehaha	722 Snelling Avenue N, Saint Paul, MN 55104	New shelter, no existing	
7S	Southbound Snelling & Minnehaha	717 Snelling Avenue N, Saint Paul, MN 55104	New shelter, no existing	
8N	Northbound Snelling & University	1517 University Avenue W, Saint Paul, MN 55104	Existing shelter south of Spruce Tree Ave., new shelter north of Spruce Tree Ave.	
8S	Southbound Snelling & University	1600 University Ave W, Saint Paul, MN 55104	Replace existing shelter in approximately same location	
9N	Northbound Snelling & Dayton	1561 Selby Avenue N, Saint Paul, MN 55104	Replace existing shelter in approximately same location	
9S	Southbound Snelling & Dayton	201 Snelling Avenue N, Saint Paul, MN 55104 209 Snelling Avenue N, Saint Paul, MN 55104	Replace existing shelter in approximately same location	
10N	Northbound Snelling & Grand	1580 Grand Avenue, Saint Paul, MN 55105	Replace existing shelter in approximately same location	
10S	Southbound Snelling & Grand	1600 Grand Avenue, Saint Paul, MN 55105	Existing shelter on Grand Ave., new shelter to be on Snelling Ave.	

Site #	Location	Adjacent Property Address	Shelter Improvements	Station Type
11N	Northbound Snelling & St. Clair	232 Snelling Avenue S, Saint Paul, MN 55105	Existing shelter south of St. Clair Ave., new shelter north of St. Clair	Bumpout Station Platform: a curb extension platform will be constructed within existing transportation right-of-way, conceptually defined as 80 feet in length and approximately 10-12 feet in width.
11S	Southbound Snelling & St. Clair	179 Snelling Avenue S, Saint Paul, MN 55105	New shelter, no existing	
12N	Northbound Snelling & Randolph	480 Snelling Avenue S, Saint Paul, MN 55105 476 Snelling Avenue S, Saint Paul, MN 55105	Existing shelter south of Randolph Ave., new shelter north of Randolph	
12S	Southbound Snelling & Randolph	485 Snelling Avenue S, Saint Paul, MN 55105	Existing shelter north of Randolph Ave., new shelter south of Randolph	
13N	Northbound Snelling & Highland	700 Snelling Avenue S, Saint Paul, MN 55105	Existing shelter south of Highland Pkwy., new shelter north of Highland	
13S	Southbound Snelling & Highland	1585 Highland Parkway, Saint Paul, MN 55116	New shelter, no existing	
14N	Northbound Ford & Fairview	1804 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
14S	Southbound Ford & Fairview	1835 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
15N	Northbound Ford & Kenneth	2014 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
15S	Southbound Ford & Kenneth	1999 Ford Parkway, Saint Paul, MN 55116 1991 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
16N	Northbound Ford & Finn	2100 Ford Parkway, Saint Paul, MN 55116	Replace existing shelter in approximately same location	
16S	Southbound Ford & Finn	2145 Ford Parkway, Saint Paul, MN 55116	Existing shelter east of Finn Street., new shelter west of Finn Street.	
17N	Northbound Ford & Woodlawn	966 S Mississippi Boulevard, Saint Paul, MN 55116	New shelter, no existing	
17S	Southbound Ford & Woodlawn	2277 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
18N	Northbound 46th & 46th	4514 Nawadaha Blvd, Minneapolis, MN 55406	New shelter, no existing	
18S	Southbound 46th & 46th	4556 E 46th Street, Minneapolis, MN 55406 4500 E 46th Street, Minneapolis, MN 55406	New shelter, no existing	
19N	Northbound 46th & Minnehaha	4604 Minnehaha Avenue, Minneapolis, MN 55406	New shelter, no existing	
19S	Southbound 46th & Minnehaha	4554 Minnehaha Avenue, Minneapolis, MN 55406	New shelter, no existing	Transit Center: a platform will be constructed at a designated gate of the existing transit facility to create a terminal station.
20	METRO Blue Line 46th Street Station	3600 46th Street, Minneapolis, MN 55406	Minor signage improvements	



Using the Power of History to Transform Lives
PRESERVING > SHARING > CONNECTING

STATE HISTORIC PRESERVATION OFFICE

December 22, 2014

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

RE: Metro Transit A Line Enhanced Bus Project
Hennepin and Ramsey Counties
SHPO Number: 2013-2685

Dear Ms. Simon:

Thank you for the opportunity comment on the above project. Information received in our office on 24 November 2014 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 19 November 2014, which included the following document:

- *Section 106 Compliance Plan: A Line Bus Rapid Transit Project (Plan)*, as prepared for Metro Transit by Summit Envirosolutions, Inc., 12 November 2014

We concur with your determination of the area of potential effect (APE) for the proposed undertaking as described and documented in your submittal. We have the following comments pertaining to planned steps for Section 106 compliance as found in the Plan:

- Page 4, under *Archaeological Resources*- the recommendations that the project has a low potential to affect archaeological resources, and that additional archaeological survey is not necessary, are appropriate;
- Page 4, 2nd paragraph under *Area of Potential Effect (APE)* - we would add that, in addition to potential visual effects as a result of bus shelter construction, there may be potential effects to the setting of historic properties as a result of curb and walkway bump-out/station platform construction;
- Page 5, 2nd paragraph – the first sentence should be corrected to reflect the fact that the five (5) properties in the study area are *previously identified history-architecture properties*;
- Page 5, under *Additional Consulting Parties* – we agree with the approach presented regarding your agency's plan to involve the public and to identify additional consulting parties; and
- Page 5, under *Identify Historic Properties* – the approach for identification and evaluation of historic properties that is presented in this section is appropriate.

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,

A handwritten signature in black ink that reads 'Sarah J. Beimers'.

Sarah J. Beimers, Manager
Government Programs & Compliance



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 9, 2015

John Smoley
Minneapolis Heritage Preservation Commission
Public Service Center
250 S. 4th St., Room 300
Minneapolis, MN 55415

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Mr. Smoley:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

The purpose of this letter is to initiate consultation with your organization under the regulations for Section 106 of the *National Historic Preservation Act* (NHPA). The FTA and Metro Transit / Metropolitan Council will be preparing a Categorical Exclusion to evaluate potential environmental impacts of the project, and additional documentation to comply with Section 106 of the NHPA. A map of the project location map is enclosed and additional information is available at <http://www.metrotransit.org/snelling-brt>.

The BRT project proposes to use existing travel lanes in a mixed traffic operation and make limited stops at improved stations roughly every 1/2 mile. The project will not construct any dedicated busways. The project proposes to construct and deploy station platforms, enhanced shelters and amenities, transit signal prioritization, and specialized vehicles.

Participation in this process is voluntary and open to anyone "with a demonstrated interest in the effect of the undertaking on properties listed on or eligible for listing on the National Register of Historic Places." This may include property owners, business owners, historic preservation groups, neighborhood associations, or others who are interested in historic resources and preservation. Additional information about the consultation process is published by the Advisory Council on Historic Preservation at <http://www.achp.gov/citizensguide.html>.

A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
Page 2 of 2

We would appreciate your response to this invitation within **30 days** of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues for this project. Please direct your response to:

Katie Roth, AICP
Project Manager, BRT/Small Starts
Metro Transit
707 16th Avenue South
Minneapolis, MN 55454
612-349-7772
katie.roth@metrotransit.org

We look forward to working with you on this project if it affects tribal interests. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during preparation of the Categorical Exclusion, please contact Bill Wheeler at the FTA, 312-353-2639, william.wheeler@dot.gov. Thank you for your cooperation and interest in this project.

Sincerely,



Sheila J. Clements
Director, Planning & Program Development

cc: Bill Wheeler, FTA Community Planner
Steve Clark, FTA Environmental Specialist
Kay Hong, Metro Transit
Katie Roth, Metro Transit
Kathryn O'Brien, Metropolitan Council

Enclosure: Project Location Map



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 9, 2015

Amy Spong
St. Paul Heritage Preservation Commission
25 W. Fourth Street, Suite 1400
Saint Paul, MN 55102

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Ms. Spong:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

The purpose of this letter is to initiate consultation with your organization under the regulations for Section 106 of the *National Historic Preservation Act* (NHPA). The FTA and Metro Transit / Metropolitan Council will be preparing a Categorical Exclusion to evaluate potential environmental impacts of the project, and additional documentation to comply with Section 106 of the NHPA. A map of the project location map is enclosed and additional information is available at <http://www.metrotransit.org/snelling-brt>.

The BRT project proposes to use existing travel lanes in a mixed traffic operation and make limited stops at improved stations roughly every ½ mile. The project will not construct any dedicated busways. The project proposes to construct and deploy station platforms, enhanced shelters and amenities, transit signal prioritization, and specialized vehicles.

Participation in this process is voluntary and open to anyone "with a demonstrated interest in the effect of the undertaking on properties listed on or eligible for listing on the National Register of Historic Places." This may include property owners, business owners, historic preservation groups, neighborhood associations, or others who are interested in historic resources and preservation. Additional information about the consultation process is published by the Advisory Council on Historic Preservation at <http://www.achp.gov/citizensguide.html>.

A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
Page 2 of 2

We would appreciate your response to this invitation within **30 days** of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues for this project. Please direct your response to:

Katie Roth, AICP
Project Manager, BRT/Small Starts
Metro Transit
707 16th Avenue South
Minneapolis, MN 55454
612-349-7772
katie.roth@metrotransit.org

We look forward to working with you on this project if it affects tribal interests. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during preparation of the Categorical Exclusion, please contact Bill Wheeler at the FTA, 312-353-2639, william.wheeler@dot.gov. Thank you for your cooperation and interest in this project.

Sincerely,



Sheila J. Clements
Director, Planning & Program Development

cc: Bill Wheeler, FTA Community Planner
Steve Clark, FTA Environmental Specialist
Kay Hong, Metro Transit
Katie Roth, Metro Transit
Kathryn O'Brien, Metropolitan Council

Enclosure: Project Location Map



U.S. Department
of Transportation
**Federal Transit
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Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

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

January 9, 2015

Denny Prescott
President
Lower Sioux Indian Community of Minnesota
P.O. Box 308
Morton, MN 56270

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Mr. Prescott:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

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A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
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Sheila J. Clements
Director, Planning & Program Development

cc: Bill Wheeler, FTA Community Planner
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Kay Hong, Metro Transit
Katie Roth, Metro Transit
Kathryn O'Brien, Metropolitan Council

Enclosure: Project Location Map



U.S. Department
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Ohio, Wisconsin

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

January 9, 2015

Mr. Ronald Johnson
President
Prairie Island Indian Community in the State of Minnesota
5636 Sturgeon Lake Road
Welch, MN 56270

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Mr. Johnson:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

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ATTACHMENT 7-D: CONSULTING PARTY INVITATIONS

A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
Page 2 of 2

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Sheila J. Clements
Director, Planning & Program Development

cc: Bill Wheeler, FTA Community Planner
Steve Clark, FTA Environmental Specialist
Kay Hong, Metro Transit
Katie Roth, Metro Transit
Kathryn O'Brien, Metropolitan Council

Enclosure: Project Location Map



U.S. Department
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Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

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312-886-0351 (fax)

January 9, 2015

Mr. Robert Shepard
Chairperson
Sisseton-Wahpeton Oyate of the Lake Traverse Reservation
P.O. Box 509
Agency Village, SD 5762

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Mr. Shepard:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

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Sheila J. Clements
Director, Planning & Program Development

cc: Bill Wheeler, FTA Community Planner
Steve Clark, FTA Environmental Specialist
Kay Hong, Metro Transit
Katie Roth, Metro Transit
Kathryn O'Brien, Metropolitan Council

Enclosure: Project Location Map



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

January 9, 2015

Mr. Anthony Reider
President
Flandreau Santee Sioux Tribe of South Dakota
P.O. Box 283
Flandreau, SD 57028

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Mr. Reider:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

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A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
Page 2 of 2

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Katie Roth, AICP
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707 16th Avenue South
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Sincerely,



Sheila J. Clements
Director, Planning & Program Development

cc: Bill Wheeler, FTA Community Planner
Steve Clark, FTA Environmental Specialist
Kay Hong, Metro Transit
Katie Roth, Metro Transit
Kathryn O'Brien, Metropolitan Council

Enclosure: Project Location Map



U.S. Department
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Michigan, Minnesota,
Ohio, Wisconsin

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

January 9, 2015

Mr. Roger Trudell
Chairperson
Santee Sioux Nation
108 Spirit Lake Avenue West
Niobrara, NE 68760

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Mr. Shepard:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

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A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
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Sheila J. Clements
Director, Planning & Program Development

cc: Bill Wheeler, FTA Community Planner
Steve Clark, FTA Environmental Specialist
Kay Hong, Metro Transit
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Kathryn O'Brien, Metropolitan Council

Enclosure: Project Location Map



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

January 9, 2015

Mr. Kevin Jensvold
Chairperson
Upper Sioux Community
P.O. Box 147
Granite Falls, MN 56241-0147

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Mr. Jensvold:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

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A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
Page 2 of 2

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Enclosure: Project Location Map



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January 9, 2015

Mr. Rusty Stafne
Chairperson
Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation
P.O. Box 1027
Poplar, MT 59255

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Mr. Stafne:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

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A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
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Enclosure: Project Location Map



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January 9, 2015

Ms. Myra Pearson
Chairperson
Spirit Lake Tribe
P.O. Box 359
Fort Totten, ND 58335

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Ms. Pearson:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

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ATTACHMENT 7-D: CONSULTING PARTY INVITATIONS

A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
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612-349-7772
katie.roth@metrotransit.org

We look forward to working with you on this project if it affects tribal interests. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during preparation of the Categorical Exclusion, please contact Bill Wheeler at the FTA, 312-353-2639, william.wheeler@dot.gov. Thank you for your cooperation and interest in this project.

Sincerely,



Sheila J. Clements
Director, Planning & Program Development

cc: Bill Wheeler, FTA Community Planner
Steve Clark, FTA Environmental Specialist
Kay Hong, Metro Transit
Katie Roth, Metro Transit
Kathryn O'Brien, Metropolitan Council

Enclosure: Project Location Map

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

Sheila J. Clements, Director
Planning & Program Development
U.S. Department of Transportation, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-2789

Re: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Ms. Clements:

I am writing to you on behalf of the **Saint Paul Heritage Preservation Commission** regarding the proposed A Line Snelling Avenue Bus Rapid Transit (BRT) Project by the Federal Transit Authority (FTA) and in partnership with Metro Transit and the Metropolitan Council. Thank you for initiating consultation with our office pursuant to Section 106 of the *National Historic Preservation Act* (NHPA).

We understand that this undertaking must 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 passes through a district that is listed on the NRHP and adjacent to other sites determined eligible for the NRHP.

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: Katie Roth, Metro Transit (via email)
Donna Drummond, City of St. Paul, PED (via email)



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)

February 17, 2015

Ms. Amy Spong
Historic Preservation Specialist
St. Paul Heritage Preservation Commission
25 West Fourth Street
St. Paul, Minnesota 55102

RE: Consulting party status; Section 106 review for the A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Ms. Spong,

In your later dated February 12, 2015, you requested consulting party status for the Section 106 process for the A Line Snelling Avenue Bus Rapid Transit Project. We concur in this request and hereby offer consulting party status to your organization.

For this project, the Federal Transit Administration (FTA) and the Minnesota State Historic Preservation Office (MnSHPO) have agreed that that FTA will make its eligibility and effects determination on properties eligible for listing on the National Register of Historic Places concurrently. The MnSHPO proposed that the materials be reviewed concurrently with the St. Paul Heritage Preservation Commission (St. Paul HPC). The project sponsor, the Metropolitan Council/Metro Transit, will share with you copies of all Section 106 documents related to this project and will coordinate with you to schedule a consultation meeting between FTA, MnSHPO and your commission in mid-March 2015. FTA looks forward to continued consultation with your agency. If you have any questions, please contact Bill Wheeler of my staff at (312) 353-2639 or William.Wheeler@dot.gov, or Katie Roth with Metro Transit at (612) 349-7772 or Katie.Roth@metrotransit.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Sheila J. Clements".

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

cc: William Wheeler, FTA
Amy Zaref, FTA
Sarah Beimers, Minnesota State Historic Preservation Office
Katie Roth, Metro Transit
Kay Hong, Metro Transit

HERITAGE PRESERVATION COMMISSION
Richard Dana, Chair



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
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February 12, 2015

Sheila J. Clements, Director
Planning & Program Development
U.S. Department of Transportation, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-2789

Re: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Ms. Clements:

I am writing to you on behalf of the **Saint Paul Heritage Preservation Commission** regarding the proposed A Line Snelling Avenue Bus Rapid Transit (BRT) Project by the Federal Transit Authority (FTA) and in partnership with Metro Transit and the Metropolitan Council. Thank you for initiating consultation with our office pursuant to Section 106 of the *National Historic Preservation Act* (NHPA).

We understand that this undertaking must 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 passes through a district that is listed on the NRHP and adjacent to other sites determined eligible for the NRHP.

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: Katie Roth, Metro Transit (via email)
Donna Drummond, City of St. Paul, PED (via email)



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
312-888-0351 (fax)

January 9, 2015

Amy Spong
St. Paul Heritage Preservation Commission
25 W. Fourth Street, Suite 1400
Saint Paul, MN 55102

RE: Section 106 Consulting Party Invitation for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Ms. Spong:

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis-St. Paul, Minnesota.

The purpose of this letter is to initiate consultation with your organization under the regulations for Section 106 of the *National Historic Preservation Act* (NHPA). The FTA and Metro Transit / Metropolitan Council will be preparing a Categorical Exclusion to evaluate potential environmental impacts of the project, and additional documentation to comply with Section 106 of the NHPA. A map of the project location map is enclosed and additional information is available at <http://www.metrotransit.org/snelling-brt>.

The BRT project proposes to use existing travel lanes in a mixed traffic operation and make limited stops at improved stations roughly every ½ mile. The project will not construct any dedicated busways. The project proposes to construct and deploy station platforms, enhanced shelters and amenities, transit signal prioritization, and specialized vehicles.

Participation in this process is voluntary and open to anyone "with a demonstrated interest in the effect of the undertaking on properties listed on or eligible for listing on the National Register of Historic Places." This may include property owners, business owners, historic preservation groups, neighborhood associations, or others who are interested in historic resources and preservation. Additional information about the consultation process is published by the Advisory Council on Historic Preservation at <http://www.achp.gov/citizensguide.html>.

A Line Snelling Avenue BRT
Minneapolis-St. Paul, MN
Page 2 of 2

We would appreciate your response to this invitation within **30 days** of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues for this project. Please direct your response to:

Katie Roth, AICP
Project Manager, BRT/Small Starts
Metro Transit
707 16th Avenue South
Minneapolis, MN 55454
612-349-7772
katie.roth@metrotransit.org

We look forward to working with you on this project if it affects tribal interests. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during preparation of the Categorical Exclusion, please contact Bill Wheeler at the FTA, 312-353-2639, william.wheeler@dot.gov. Thank you for your cooperation and interest in this project.

Sincerely,



Sheila J. Clements
Director, Planning & Program Development

cc: Bill Wheeler, FTA Community Planner
Steve Clark, FTA Environmental Specialist
Kay Hong, Metro Transit
Katie Roth, Metro Transit
Kathryn O'Brien, Metropolitan Council

Enclosure: Project Location Map



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)

February 18, 2015

Sarah Beimers
Manager of Government Programs and Compliance
Minnesota State Heritage Preservation Office
345 Kellogg Blvd West
St. Paul, Minnesota 55102

Dear Ms. Beimers

The Federal Transit Administration (FTA) initiated consultation with the Minnesota State Historic Preservation Office (MnSHPO) on January 22, 2014, regarding the A Line project. The Metro Transit division of Metropolitan Council is proposing to develop the A Line project, an enhanced bus project that will use existing travel lanes on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. In correspondence dated November 24, 2014, FTA submitted for review and comment a map delineating the area of potential effects (APE) for the A Line project. The APE is noncontiguous, and includes the properties adjacent to and visible from each of the 38 proposed station platform locations. The MnSHPO concurred in a letter dated December 22, 2014.

On January 9, 2015, FTA invited consultation with potential consulting parties, including the St. Paul and Minneapolis historic preservation commissions and potentially interested tribal organizations. The St. Paul Heritage Preservation Commission (St. Paul HPC) expressed interest in being a consulting party and Metro Transit and its consultant, Summit Envirosolutions, Inc. (Summit) met with St. Paul HPC staff on January 28, 2015 to informally review the project, the APE, the draft Phase I and II studies, and the finding of effects. St. Paul HPC staff understood and agreed with the noncontiguous delineation of the APE given the nature of the project. The St. Paul HPC formally requested to be included as a consulting party on the project in a letter to FTA on February 12, 2015. FTA concurred with this request in a letter to the St. Paul HPC on February 17, 2015.

In order to identify historic resources that may be affected by the A Line project, Metro Transit contracted with Summit to complete Phases I and II architectural history studies. The Phase I architectural history survey recorded all elements of the built environment older than 45 years within the APE with digital photographs and architectural descriptions. A total of 78 properties were inventoried. Of those Phase I properties, six properties had potential to be eligible for listing in the National Register of Historic Places (NRHP) and were further evaluated. The results of the Phases I and II studies are presented in the attached report. Based on Summit's recommendations, FTA makes the following findings regarding historic properties.

- Farmers' Union Grain Terminal Association Headquarters (TIES): this building was previously determined to be eligible for listing in the NRHP in 1995. The historic integrity of the property was re-assessed, and FTA finds that the property remains **eligible** under Criterion C.
- Hubert H. Humphrey Jobs Corps Center (Bethel Academy and Theological Seminary): this campus was previously evaluated as a potential historic district and found to be **not eligible as a district**. Three buildings within the campus were evaluated for individual eligibility, and FTA finds that the buildings are **not individually eligible** for listing in the NRHP.
- Minnesota State Fairgrounds: because portions of the fairgrounds are within the APE, the property was evaluated as a potential historic district. FTA finds that the Fairgrounds property is **a historic district eligible** for listing in the NRHP.
- Gloria Dei Lutheran Church: this property was evaluated for NRHP eligibility. FTA finds that the property is **not eligible** for listing in the NRHP under Criterion A.
- 1578 Highland Parkway (former Fire Station No. 19): this property was evaluated for NRHP eligibility. FTA finds that the property is **eligible** for listing in the NRHP under Criterion A.
- 2004 Ford Parkway (former Highland Park State Bank): this property was evaluated for NRHP eligibility. FTA finds that the property is **not eligible** for listing in the NRHP.

Based on these findings, FTA analyzed the potential effects to the three historic properties within the A Line project APE.

Farmers' Union Grain Terminal Association Headquarters. This property is located at the intersection of Snelling Avenue and Larpenteur Avenue in the southwest quadrant of the intersection. The current setting of the historic property includes late twentieth century commercial strip developments in the northeast and northwest quadrants of the intersection and a recently built four-story mixed-use building in the southeast quadrant. Both Snelling and Larpenteur avenues are four-lane arterial streets with medians. There are existing bus stops with shelters in the southwest quadrant of the intersection on both Snelling and Larpenteur avenues. In addition, there is an existing "gateway" sign and landscaping at the corner in the southwest quadrant.

The A Line project will replace the existing bus stop and shelter on Snelling Avenue south of Larpenteur Avenue with a new southbound station and will add a new northbound station in the northeast quadrant. The southbound station will be located north of the existing stop, closer to the intersection. The stations will include new shelter structures, free-standing vertical signage, and rebuilt curbs. Existing bus stops on Larpenteur will not change. Bus service will continue on Snelling Avenue with slightly more frequent buses – projected to be eight per hour vs. the current six per hour.

No physical changes to the property of the Farmers' Union Grain Terminal Association Headquarters building are proposed, and there are no expected changes in traffic patterns or noise levels. A visual change would result from new stations, primarily the southbound station, which will be immediately east of the historic property. Although the proposed shelters will be slightly larger than the existing shelters on Snelling and Larpenteur avenues adjacent to the historic property and will include new signs, they will be visually comparable. In addition the setting of the historic property was previously altered by redevelopment of the other three quadrants of the intersection. Finally, the design of the shelters – glass walls and curved rooflines – will help to reduce their visibility. The proposed stations will not diminish the physical qualities of the historic property and will not further diminish its setting beyond the existing conditions. **For these reasons, FTA finds that the A Line project would have No Adverse Effect on the Farmers' Union Grain Terminal Association Headquarters building.**

Minnesota State Fairgrounds. This 320-acre property is located west of Snelling Avenue between Como Avenue and Hoyt Avenue. The current setting of the historic property includes parking lots north of Hoyt Avenue, residential properties and institutional campuses east of Snelling Avenue, and on the south at Como Avenue, the Snelling overpass and light industrial properties. Snelling Avenue is a four-lane arterial street with a median. There are existing bus stops with shelters on southbound Snelling Avenue north of Hoyt Avenue, on northbound Snelling Avenue south of Midway Parkway, on the south side of Como Avenue at Snelling Avenue, and on the Snelling Avenue on-ramp south of Como Avenue. In addition, there is an existing “gateway” sign on northbound Snelling Avenue north of Hoyt Avenue.

The A Line project will replace the existing bus stop and shelter on Snelling Avenue north of Hoyt Avenue with a new southbound station south of Hoyt and will replace the existing bus stop on the Snelling on-ramp at Como Avenue with a new southbound station in approximately the same location. In addition, the A Line project will add a new northbound station on Snelling Avenue south of Nebraska Avenue. The stations will include new shelter structures, free-standing vertical signage, and rebuilt curbs. The existing bus stop on Como Avenue will not change. Bus service will continue on Snelling Avenue with slightly more frequent buses – projected to be eight per hour vs. the current six per hour.

The proposed stations will not result in physical changes to the property of the proposed Minnesota State Fair Historic District, and there are no expected changes in traffic patterns or noise levels. The portion of the proposed historic district within the APE at Como Avenue (Station 5S) would not contribute to the district, and therefore, visual changes resulting from this station will not affect contributing portions of the proposed district and, therefore, will have No Adverse Effect on the historic property.

Some visual change will result from the stations at Nebraska Avenue (Station 4N) and Hoyt Avenue (Station 4S). Station 4N will introduce a new visual element to the proposed historic district because there is not an existing bus stop at that location. The station, however, will be directly across Snelling Avenue from the water tower, which is a non-contributing element to the proposed historic district. The slight visual change resulting from the proposed station is modest compared to the water tower, which will also block some views of the station. Furthermore, with the trees in the campgrounds and the fence surrounding the fairgrounds, the Station 4N will be barely visible from within the proposed historic district. Finally, the design of the shelter – glass walls and curved rooflines – will help to reduce its visibility. The proposed shelter at Station 4S will be slightly larger than the existing shelter on Snelling and Hoyt avenues adjacent to the proposed historic district, will be closer, and will include new signs. However, the station still will be visually comparable to the existing. In addition, the fence and trees lining the proposed historic district will buffer views toward the station. Finally, the design of the shelter – glass walls and curved rooflines – will help to reduce its visibility. Stations 4N and 4S will not diminish the physical qualities of the proposed historic district, and the slight visual change will not diminish its setting. **For these reasons, FTA finds that the A Line project would have No Adverse Effect on the proposed Minnesota State Fair Historic District.**

Fire Station No. 19. This property is located at the intersection of Snelling Avenue and Highland Parkway in the southeast quadrant of the intersection. The current setting of the historic property includes Highland Park, Gloria Dei Lutheran Church north of Highland Parkway, and mid twentieth century late twentieth century apartment and office buildings across Snelling Avenue. Snelling Avenue is a four-lane arterial street with no median. There is an existing bus stop with a shelter in the southeast quadrant of the intersection adjacent to the historic property.

The A Line project will replace the existing bus stop and shelter on Snelling Avenue south of Highland Parkway with a new northbound station and will add a new southbound station in the northwest quadrant. The northbound station will be located north of Highland Parkway, farther away from the historic property. The stations will include new shelter structures, free-standing vertical signage, and rebuilt curbs to accommodate buses as well as raised boarding platforms. Bus service will continue on Snelling Avenue with slightly more frequent buses – projected to be eight per hour vs. the current six per hour.

No physical changes to the property of Fire Station No. 19 are proposed, and there are no expected changes in traffic patterns or noise levels. A visual change would result from new stations. Although the proposed shelters will be slightly larger than the existing shelter on Snelling Avenues adjacent to the historic property and will include new signs, they will be of a similar scale, and they will be farther away, reducing their visibility compared to the existing. In addition, the design of the shelters – glass walls and curved rooflines – will help to reduce their visibility. The proposed stations will not diminish the physical qualities of the historic property, and the slight visual change will not diminish its setting. **For these reasons, FTA finds that the A Line project would have No Adverse Effect on Fire Station No. 19.**

In Summary, FTA finds that there are three historic properties within APE of the A Line project. FTA further finds that the A Line project will have No Adverse Effect on those historic properties. FTA requests concurrence from your office in these findings.

For this project, the Federal Transit Administration (FTA) and the MnSHPO have agreed that that FTA will make its eligibility and effects determination on properties eligible for listing on the National Register of Historic Places concurrently. In addition, the project sponsor, the Metropolitan Council/Metro Transit, will share copies of all Section 106 documents related to this project with the St. Paul HPC and will coordinate with you to schedule a consultation meeting between FTA, MnSHPO and the St. Paul HPC in mid- March 2015. FTA looks forward to continued consultation with your agency. If you have any questions, please contact Bill Wheeler of my staff at (312) 353-2639 or William.Wheeler@dot.gov, or Katie Roth with Metro Transit at (612) 349-7772 or Katie.Roth@metrotransit.org.

Sincerely,



Marisol R. Simon
Regional Administrator

cc: William Wheeler, FTA
Amy Zaref, FTA
Katie Roth, Metro Transit
Kay Hong, Metro Transit
Amy Spong, St. Paul Heritage Preservation Commission

A Line – Section 106 Consultation

March 16, 2015 – 2:00-3:30 p.m.

Minnesota Historical Society, Pillsbury Conference Room, Level A

Called by: Katie Roth (Metro Transit)

Attendees: Bill Wheeler (FTA) (via conference call)
Amy Zaref (FTA) (via conference call)
Sarah Beimers (SHPO)
Amy Spong (Saint Paul HPC)
Andrew Schmidt (Consultant, Summit Envirosolutions)
Charles Carlson (Metro Transit)
Kay Hong (Metro Transit) (via conference call)

MEETING NOTES

1. Purpose of meeting

The meeting purpose was to discuss and answer questions on Phase I and II Reports and findings related to the A Line project and steps toward the conclusion of the project's Section 106 consultation. Documents were received by SHPO February 25; March 27 is the end of the 30-day comment period.

2. SHPO/HPC Comments on Phase I and II Report

Minnesota SHPO Questions/Topics

Job Corps/Bethel Academy Buildings. These were recently reviewed for significance as a campus and some buildings as individually significant. This was completed through a Department of Labor project in 2012. At that time, two buildings were identified as eligible. The A Line investigation made a separate conclusion.

Action: Beimers to consult with (National Register historian) Dennis Gimmestad on this topic. Pending resolution of Bethel Academy eligibility, SHPO stated report documentation was likely sufficient to allow for concurrence with eligibility analysis.

Saint Paul HPC Questions

Spong asked whether known properties or districts outside of the APE or adjacent to the APE should be identified on project report mapping, specifically the Summit Avenue district. Conclusion: While outside the APE for the project, adding the Summit Avenue district to select report maps is a worthy addition for the final report.

Spong commented that for many properties, particularly those constructed in the 1940s and 1950s, there are several references in the report that no permit index cards were found. These index cards were not completed or retained for properties constructed during that timeframe, so index cards are not always a definitive source. Additional investigation could reveal further details about the properties, such as review of plans obtained from other public sources or from (known/unknown) architect or builder archives as available.

Context studies completed in 2001 may merit inclusion in the project report and bibliography. In addition to the streetcar development study referenced in the report draft, other resource documents include the city's "Transportation Corridors" context study and the "Historic Context Study of Churches, Synagogues, and Religious Buildings" study. These studies could be the basis of a future recommendation of local significance and/or a component of future thematic nomination(s).

Action: Final report clarifications by Schmidt/Metro Transit will include, as appropriate, reference to potential future local designation, additional documentation of properties without index cards on file, added references to local context studies, or wording changes to help ensure future users of the report (for future projects/purposes) make informed conclusions.

3. SHPO/HPC Comments on Potential Effects

Additional information was sought to facilitate review and comment on potential effects. This would include added information on site plans for station investments near eligible resources. Additional context such as overlaying existing curb lines and placing site plans onto aerial photos/maps that show historic resources would aid review.

Action: Metro Transit staff completed this work and transmitted to participants 3/16. SHPO and HPC confirmed receipt 3/17. Stations included eligible properties at 3S, 4N/4S, 5S, 14N/14S. Given meeting discussion regarding station 4N (Bethel Academy) this was also developed into an exhibit.

4. Next Steps – Concluding the 106 Consultation

Consulting Parties - Upcoming Saint Paul HPC meetings include March 26 and April 9.

Action: Saint Paul HPC staff will draft a letter for HPC approval 3/26 to provide consultation comments.

To allow for public participation in the Section 106 process, approaches discussed included:

1. Supplementing existing engagement by announcing results of investigation, welcoming comment on posted materials (project website).
2. Holding specific public meeting(s) related to analysis.
3. Holding special/additional meeting of Saint Paul HPC to review analysis.

Through discussion, parties deferred to FTA's decisions on the appropriate course.

Action: Further coordination with FTA showed a preferred course to include inviting comment on completed analysis posted with other project documents.

From: [Roth, Katie](#)
To: amy.spong@ci.stpaul.mn.us; sarah.beimers@mnhs.org
Cc: amy.zaref.ctr@dot.gov; [Hong, Kay](#); "Andrew Schmidt"; [Carlson, Charles](#); William.Wheeler@dot.gov
Subject: RE: A Line Section 106 Consultation Meeting
Date: Monday, March 16, 2015 9:34:35 PM

Hi Sarah, Amy—

Following up from today's meeting, I have developed additional exhibits that combine the urban design plans from the A Line construction documents with aerial imagery and background annotation. I've included five exhibits, along with the detailed urban design plans at full scale for reference; on some exhibits, detail visibility is challenging given the wide extent needed to show the relevant properties along with the stations.) The five exhibits show:

- Station 3S – Snelling & Larpenteur – Farmers' Union Grain Terminal Association Headquarters
- Station 4N/4S – Snelling & Hoyt-Nebraska – State Fairgrounds Proposed Historic District (northern end)
- Station 4N – Snelling & Nebraska – Bethel Academy, Building 1 (*not currently recommended as eligible; included as additional detail pending further review of this property*)
- Station 5S – Snelling & Como – State Fairgrounds Proposed Historic District (southern end)
- Station 14N/14S – Snelling & Highland – 1578 Highland Parkway, former Fire Station No. 19

Each exhibit highlights the location and size of the shelter, the pylon (free-standing vertical signage), and curb lines (existing and proposed). The eligible properties are also noted on the aerials.

The file is rather large, and is available for download from [Please confirm that you're able to download this file.](#)

Please let me know if additional information is needed to aid in your review of the effects determination, or if you have any further questions.

Thanks—
Katie

-----Original Appointment-----

From: Roth, Katie

Sent: Monday, March 02, 2015 2:17 PM

To: amy.spong@ci.stpaul.mn.us; amy.zaref.ctr@dot.gov; [Hong, Kay](#); sarah.beimers@mnhs.org; 'Andrew Schmidt'; [Carlson, Charles](#); William.Wheeler@dot.gov

Subject: A Line Section 106 Consultation Meeting

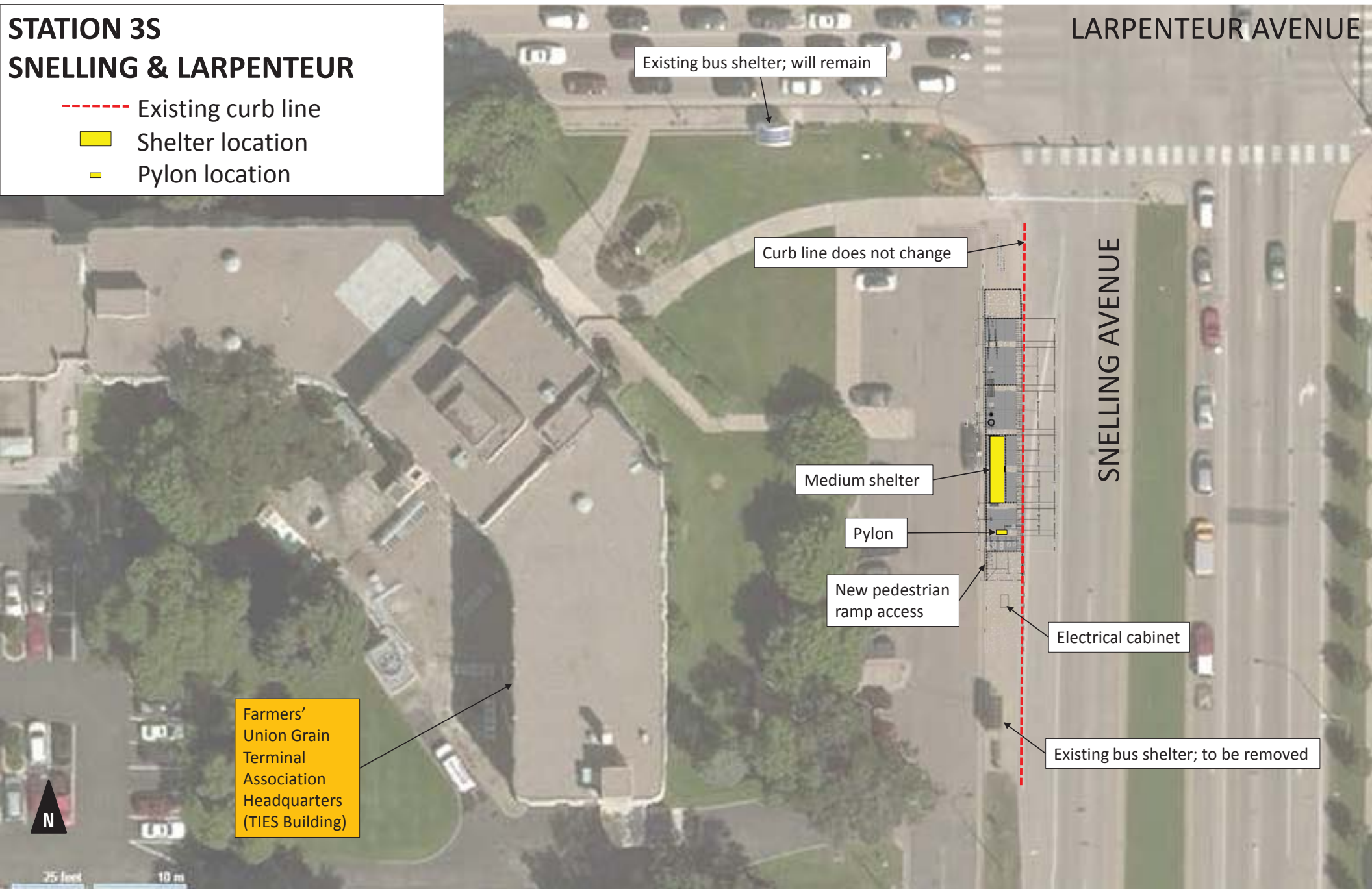
When: Monday, March 16, 2015 2:00 PM-3:30 PM (UTC-06:00) Central Time (US & Canada).

Where: MNHS Pillsbury Conference Room, Level A / Conference Call

STATION 3S SNELLING & LARPEN TEUR

- Existing curb line
- Shelter location
- Pylon location

LARPEN TEUR AVENUE



Farmers' Union Grain Terminal Association Headquarters (TIES Building)

Curb line does not change

Medium shelter

Pylon

New pedestrian ramp access

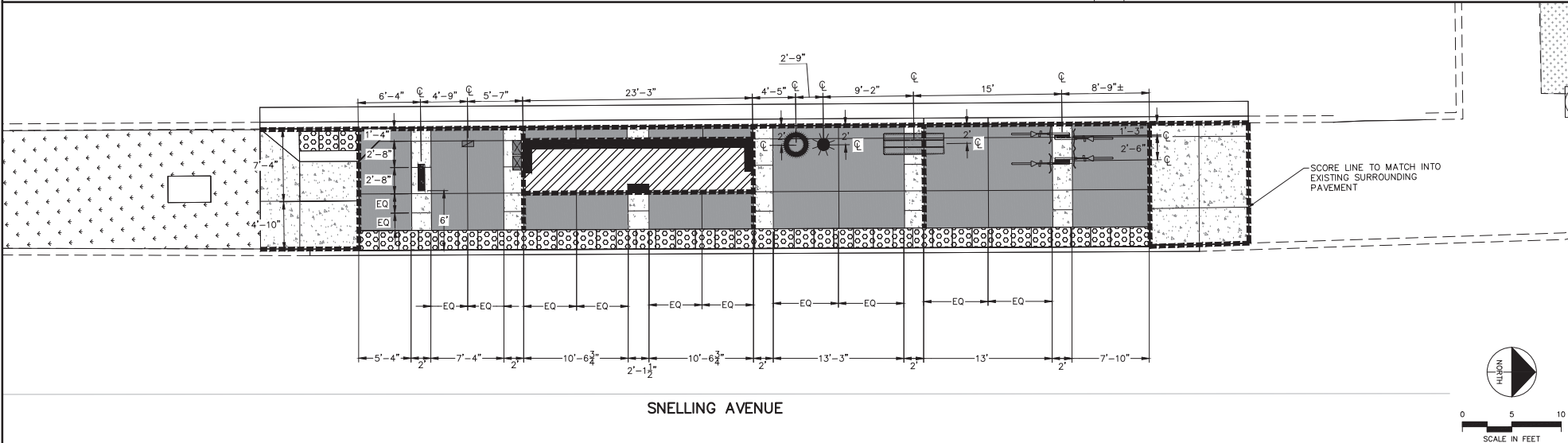
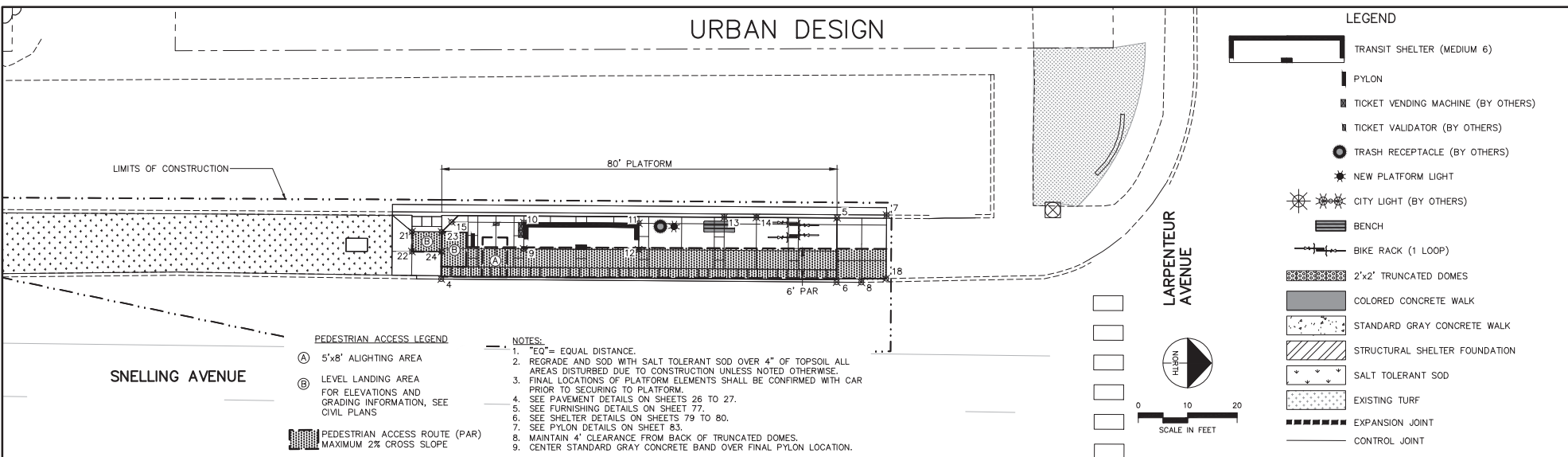
Electrical cabinet

Existing bus shelter; to be removed

SNELLING AVENUE

N

25 feet 10 m



Feb. 15 2015 11:42 pm K:\TWC_Tramet\MTV\LINE BRT\CAD\18-LARPENTEUR\PLAN SHEETS\18-LIN-PLN-SB.dwg By: justin.woffinden

NO.	DATE	BY	REVISION / SUBMITTAL	APP

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

J. Halunen

JODD P. HALUNEN
DATE: JANUARY 7, 2015_MN LIC. NO. 24900

A LINE BRT

STATION 3S

Metro Transit

Kimley»Horn

STATION
LARPENTEUR AVENUE
SNELLING AVENUE & LARPENTEUR AVENUE

DIRECTION
SOUTHBOUND

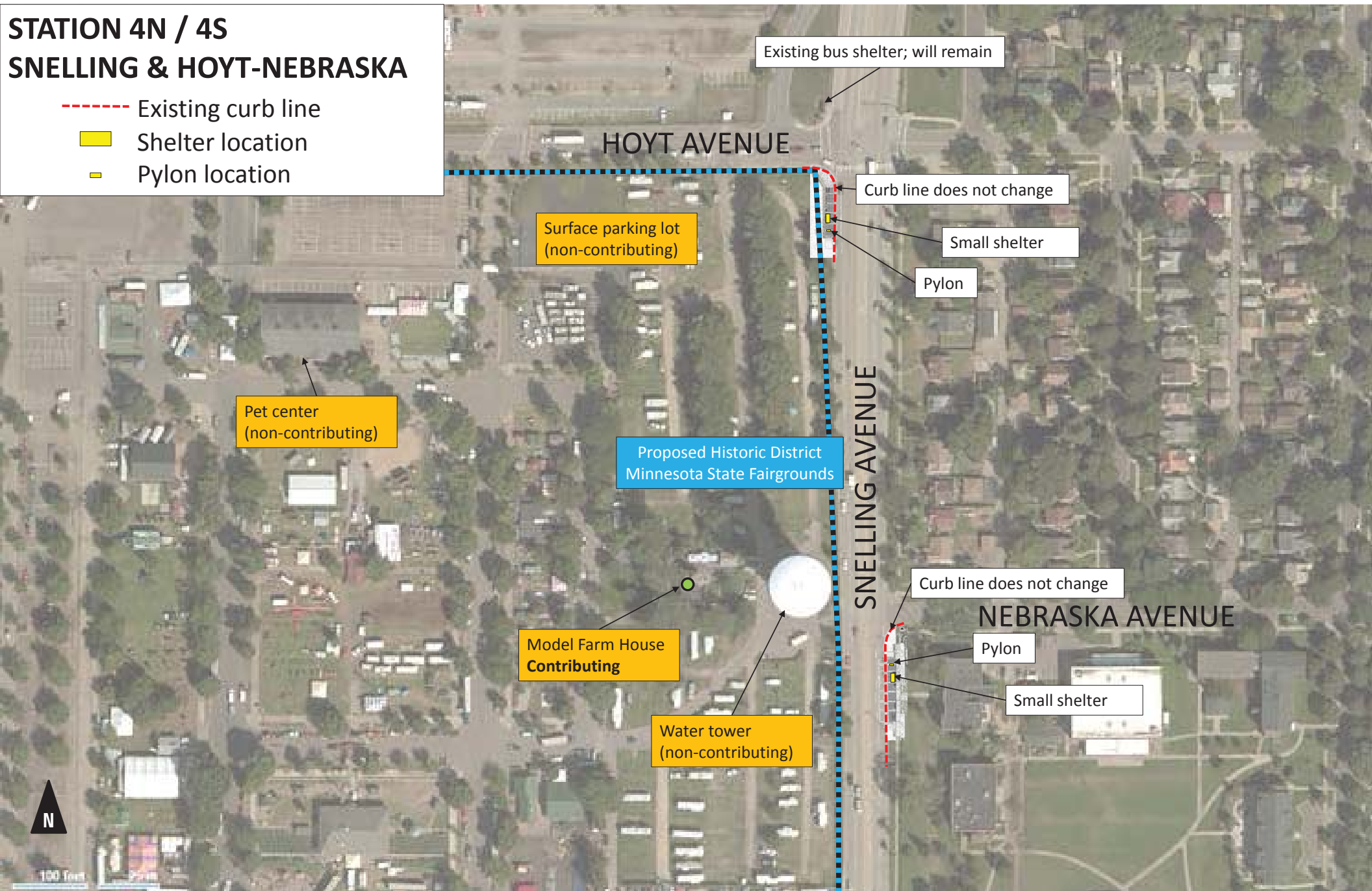
S.P. 6216-134 (TH 51)

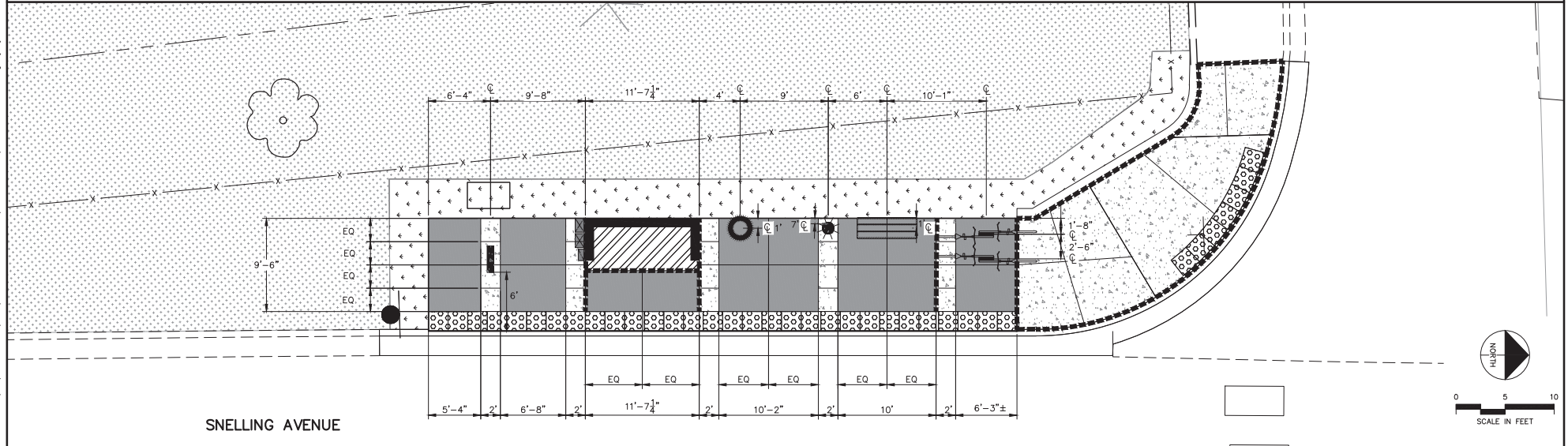
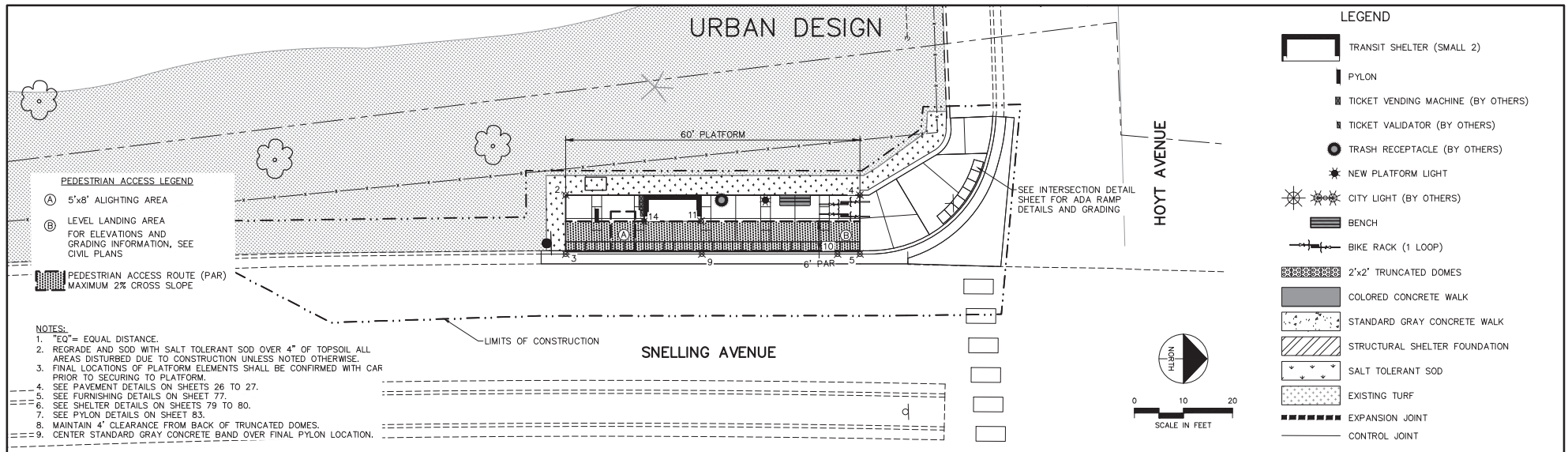
SHEET NAME:
18-SB-3

SHEET **289** OF **376**

STATION 4N / 4S SNELLING & HOYT-NEBRASKA

- Existing curb line
- Shelter location
- Pylon location





Feb. 15 2015 11:30 pm K:\TWC_Transit\MTV\A LINE BRT\CAD\17-HOYT-ARLINGTON\PLAN SHEETS\17-LAN-PLN-SB.dwg By: Justin Wolfenden

NO.	DATE	BY	REVISION / SUBMITTAL	APP

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Justin Wolfenden

JODD P. HALUNEN
DATE: JANUARY 7, 2015_MN LIC. NO. 24900

A LINE BRT

STATION 4S

Metro Transit

Kimley»Horn

STATION
HOYT AVENUE
SNELLING AVENUE & HOYT AVENUE

DIRECTION
SOUTHBOUND

S.P. 6215-100 (TH 51)

SHEET NAME:
17-SB-3

SHEET **276** OF **376**

STATION 4N
SNELLING & NEBRASKA

- Existing curb line
- Shelter location
- Pylon location



URBAN DESIGN

CONTRACTOR NOT ALLOWED TO PERFORM ANY WORK AT THIS PLATFORM SITE WITHOUT WRITTEN NOTIFICATION BY THE CAR THAT NECESSARY EASEMENTS HAVE BEEN ACQUIRED.

SNELLING AVENUE

LIMITS OF CONSTRUCTION

PEDESTRIAN ACCESS LEGEND

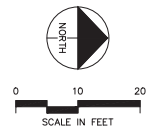
- (A) 5'x8' ALIGHTING AREA
- (B) LEVEL LANDING AREA FOR ELEVATIONS AND GRADING INFORMATION, SEE CIVIL PLANS
- PEDESTRIAN ACCESS ROUTE (PAR) MAXIMUM 2% CROSS SLOPE

LEGEND

- TRANSIT SHELTER (SMALL 2)
- PYLON
- TICKET VENDING MACHINE (BY OTHERS)
- TICKET VALIDATOR (BY OTHERS)
- TRASH RECEPTACLE (BY OTHERS)
- NEW PLATFORM LIGHT
- CITY LIGHT (BY OTHERS)
- BENCH
- BIKE RACK (1 LOOP)
- 2'x2' TRUNCATED DOMES
- COLORED CONCRETE WALK
- STANDARD GRAY CONCRETE WALK
- STRUCTURAL SHELTER FOUNDATION
- SALT TOLERANT SOD
- EXISTING TURF
- EXPANSION JOINT
- CONTROL JOINT

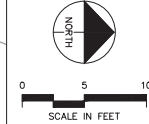
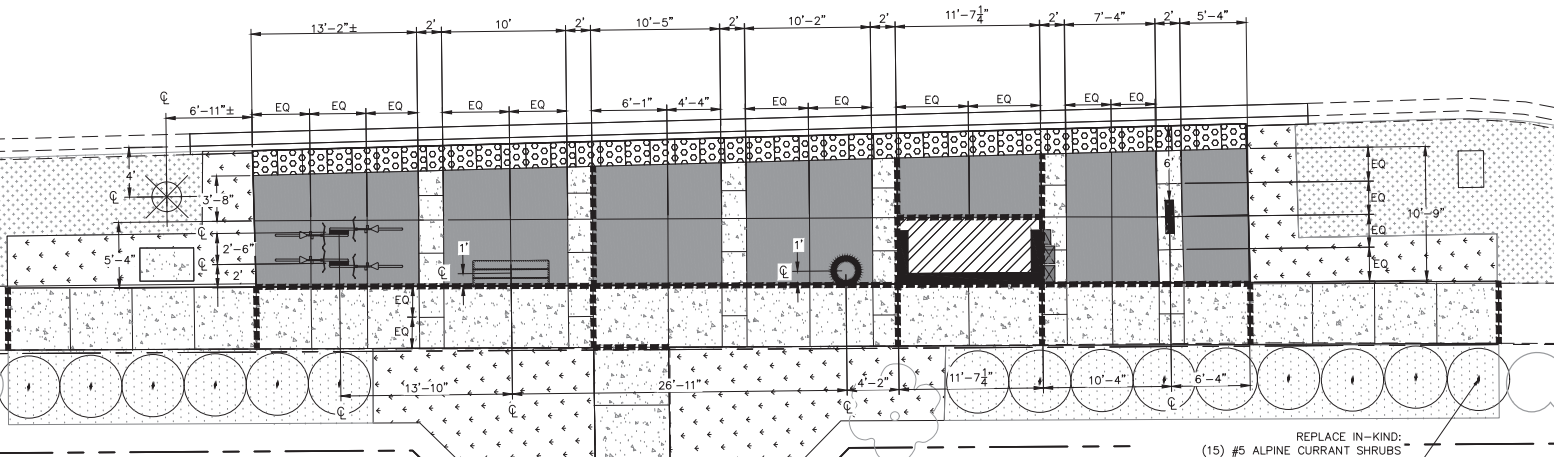
NOTES:

1. "EQ" = EQUAL DISTANCE.
2. REGRADE AND SOD WITH SALT TOLERANT SOD OVER 4" OF TOPSOIL ALL AREAS DISTURBED DUE TO CONSTRUCTION UNLESS NOTED OTHERWISE.
3. FINAL LOCATIONS OF PLATFORM ELEMENTS SHALL BE CONFIRMED WITH CAR PRIOR TO SECURING TO PLATFORM.
4. SEE PAVEMENT DETAILS ON SHEETS 26 TO 27.
5. SEE FURNISHING DETAILS ON SHEET 77.
6. SEE SHELTER DETAILS ON SHEETS 79 TO 80.
7. SEE PYLON DETAILS ON SHEET 83.
8. MAINTAIN 4' CLEARANCE FROM BACK OF TRUNCATED DOMES.
9. CENTER STANDARD GRAY CONCRETE BAND OVER FINAL PYLON LOCATION.



SNELLING AVENUE

NEBRASKA AVENUE



NO.	DATE	BY	REVISION / SUBMITTAL	APP

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

J. Halunen

JODD P. HALUNEN
DATE: JANUARY 7, 2015_MN LIC. NO. 24900

A LINE BRT

STATION 4N



STATION
NEBRASKA AVENUE
SNELLING AVENUE & NEBRASKA AVENUE

DIRECTION
NORTHBOUND

S.P. 6215-100 (TH 51)

SHEET NAME:
17-NB-3

SHEET **272** OF **376**

Feb. 15 2015 11:25 pm R:\TWC_Transit\A LINE BRT\CAD\17-HDT-ARLINGTON\PLAN SHEETS\17-LAN-PIN-NB.dwg By: justin.worffinden

STATION 5S
SNELLING & COMO

- Existing curb line
- Shelter location
- Pylon location

International Bazaar
(non-contributing)

Surface parking lot
(non-contributing)

Proposed Historic District
Minnesota State Fairgrounds

COMO AVENUE

SNELLING AVENUE

Existing bus shelter; will remain

Curb line does not change

Medium shelter

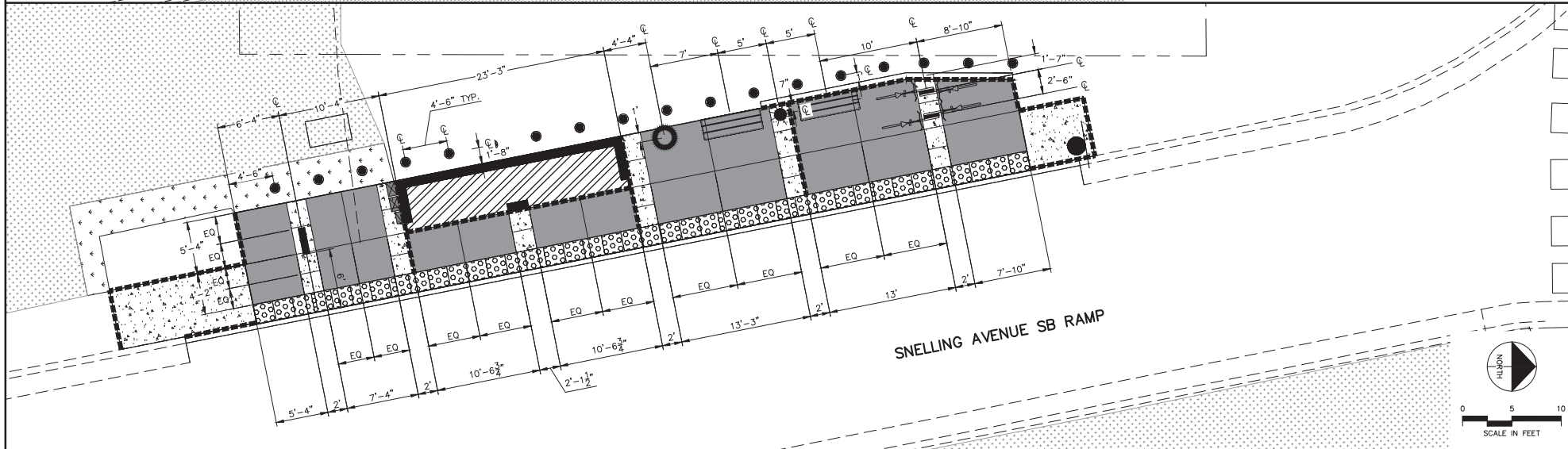
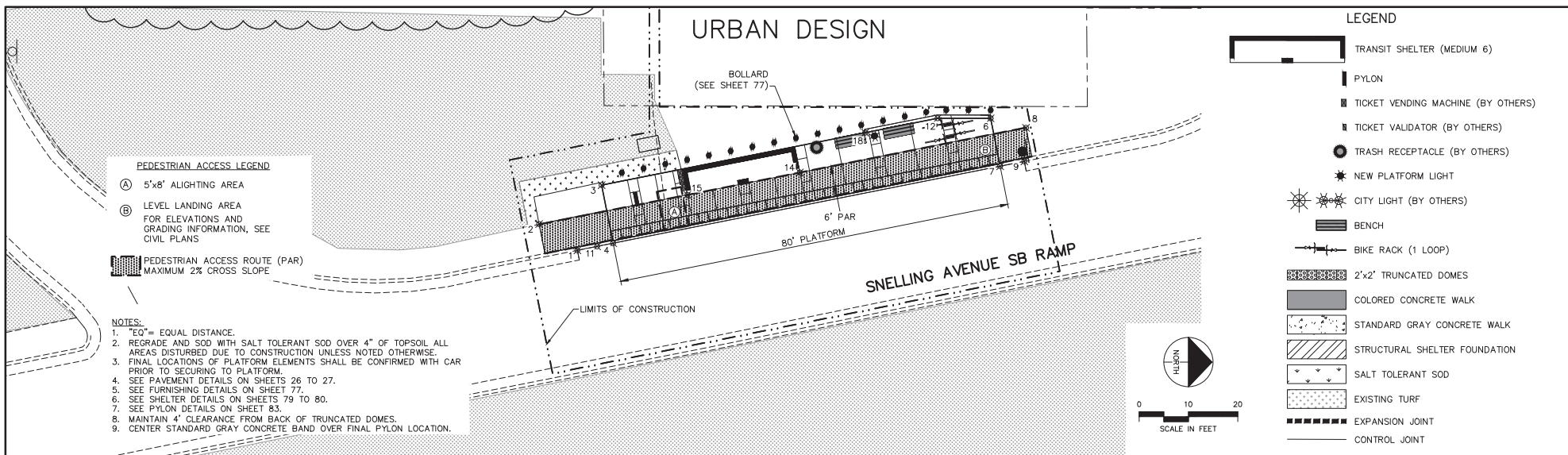
Pylon

Existing bus shelter; to be removed



50 Feet 20 m





Feb. 15 2015 11:20 pm R:\TWC-TranMet\A_LINE_BRT\CAD\16-COMO\PLAN_SHEETS\16-LAN-PLAN-SB.dwg By: Justin.Woffinden

NO.	DATE	BY	REVISION / SUBMITTAL	APP
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Todd P. Halunen

TODD P. HALUNEN
DATE: JANUARY 7, 2015_MN LIC. NO. 24900

A LINE BRT

STATION 5S

Metro Transit

Kimley»Horn

STATION
COMO AVENUE
SNELLING AVENUE & COMO AVENUE

DIRECTION
SOUTHBOUND

S.P. 6215-100 (TH 51)

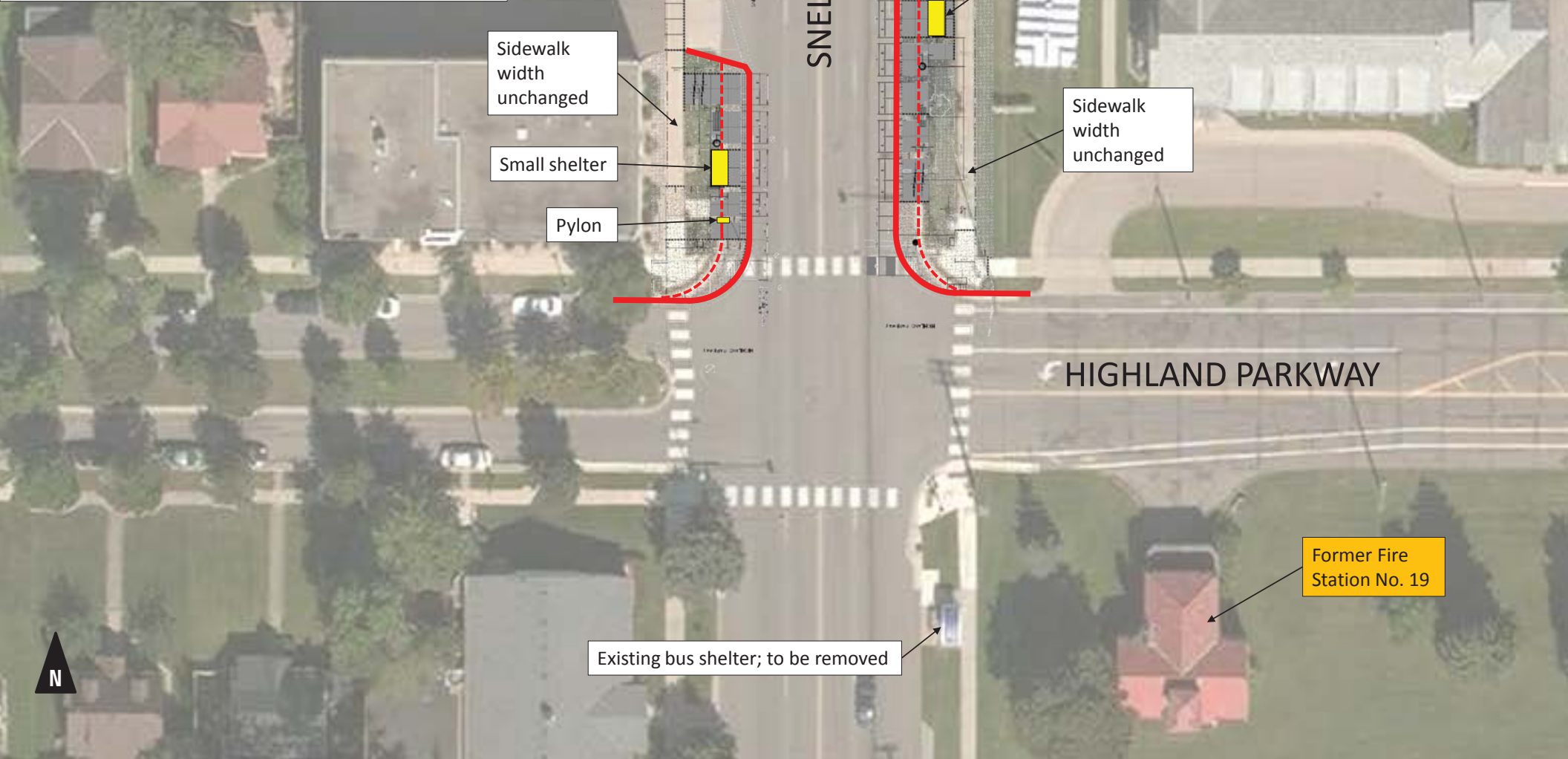
SHEET NAME:

16-SB-3

SHEET **264** OF **376**

**STATION 13N / 13S
SNELLING & HIGHLAND**

- Existing curb line
- Proposed curb line
- Shelter location
- Pylon location



Sidewalk width unchanged

Small shelter

Pylon

SNELLING AVENUE

Pylon

Small shelter

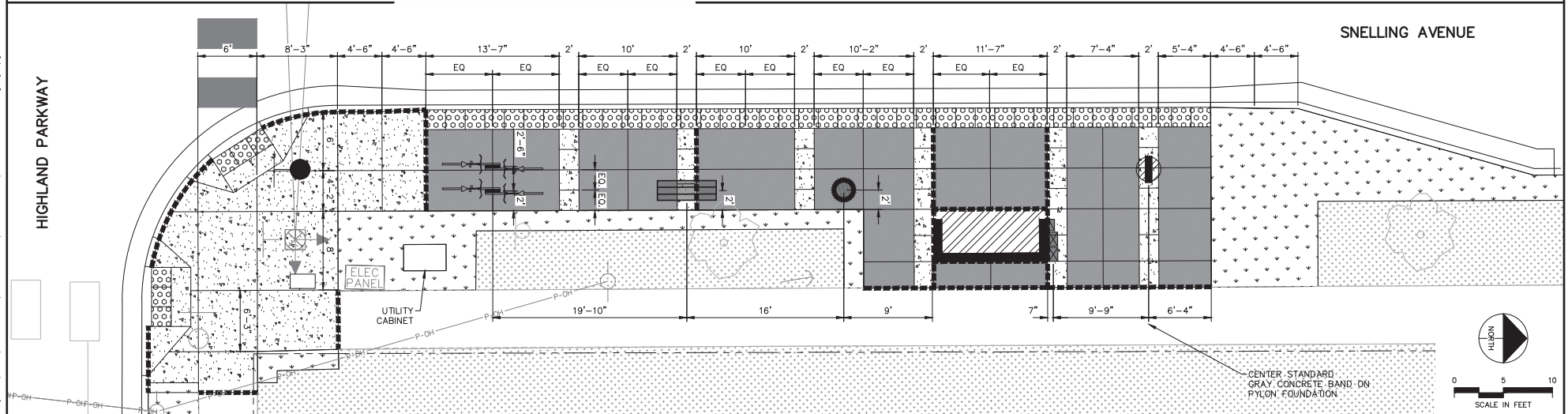
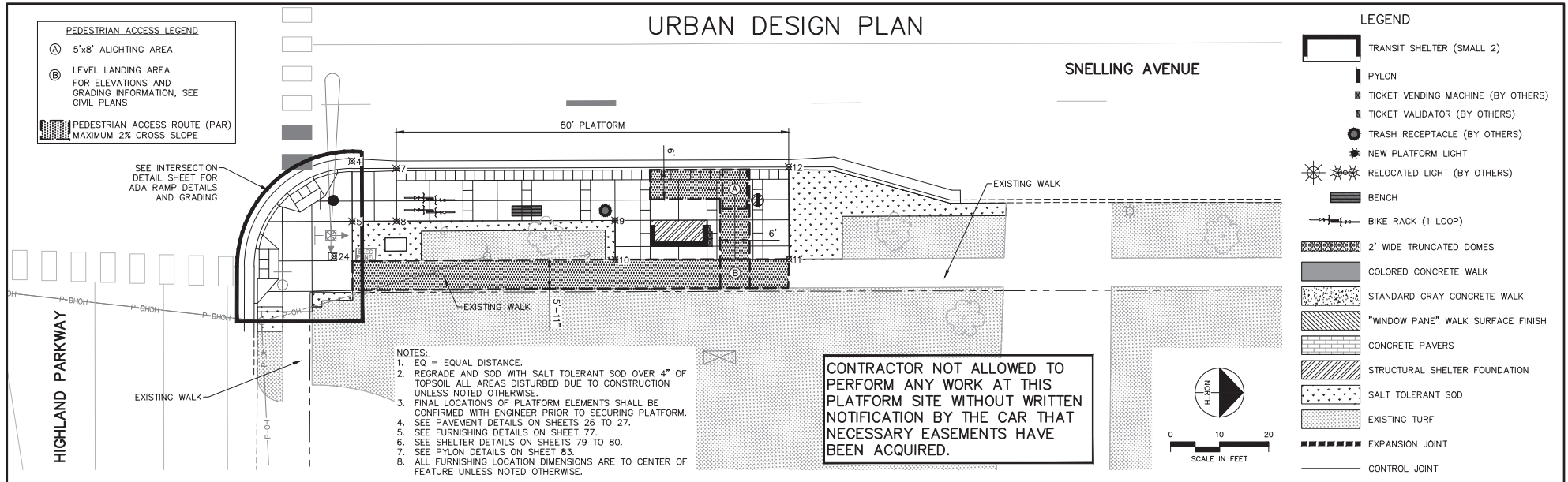
Sidewalk width unchanged

HIGHLAND PARKWAY

Existing bus shelter; to be removed

Former Fire Station No. 19





NO.	DATE	BY	REVISION / SUBMITTAL	APP

A LINE BRT

STATION 14N

STATION
HIGHLAND PARKWAY
SNELLING AVENUE & HIGHLAND PARKWAY

DIRECTION
NORTHBOUND

S.P. 6215-100 (TH 51)

SHEET NAME:

08-NB-3

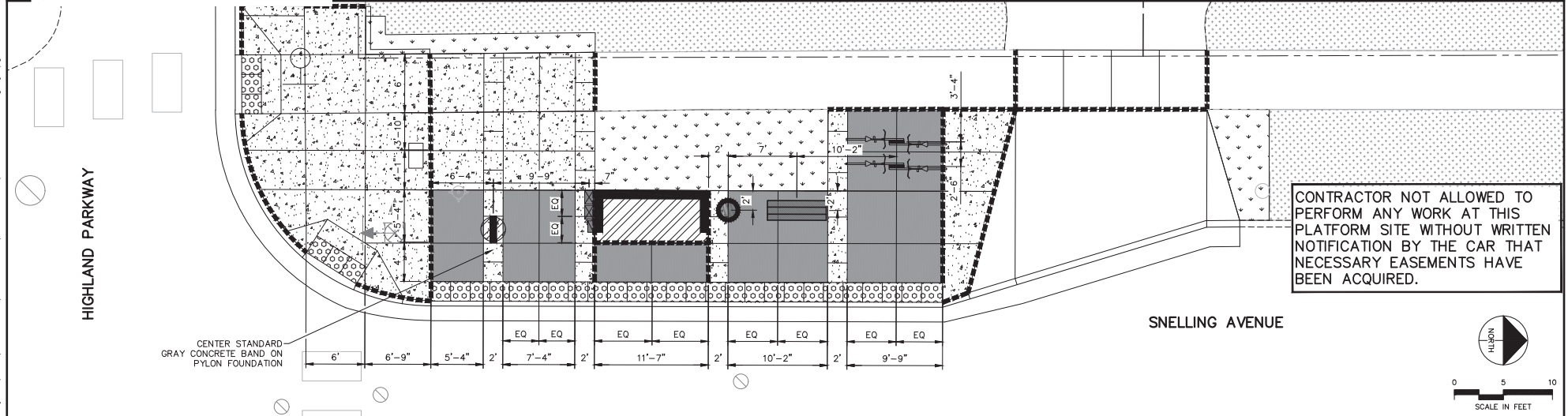
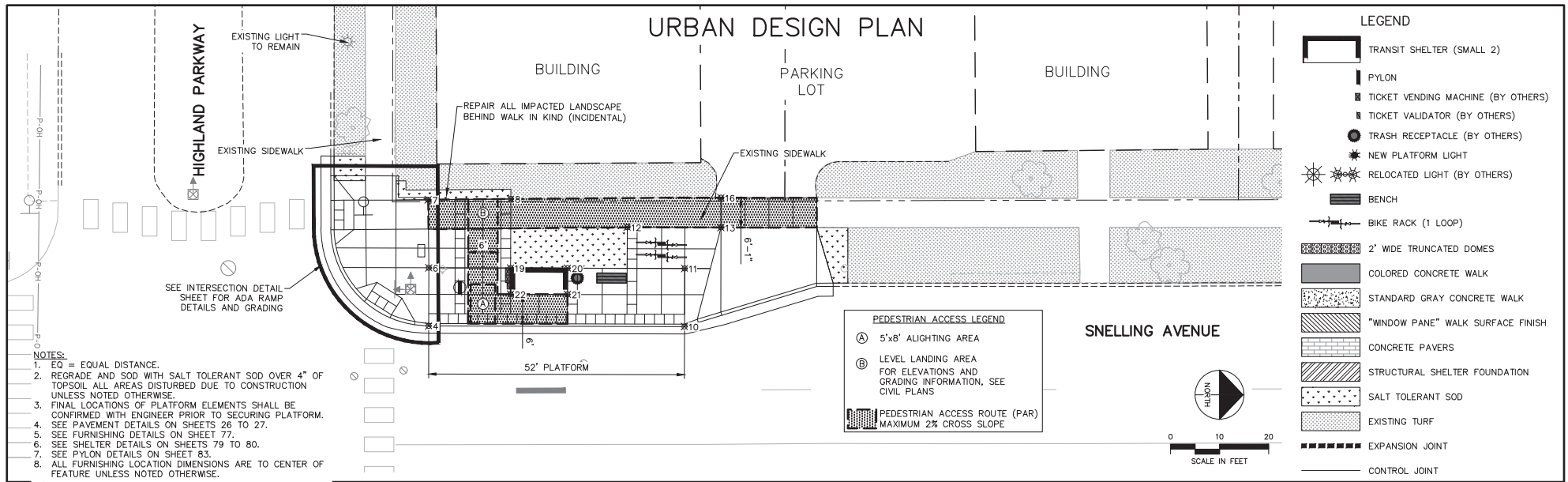
SHEET **179** OF **376**

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Michael Jischke

MICHAEL JISCHKE
DATE: JANUARY 7, 2015 MN LIC. NO. 42191

Feb. 16 2015 02:16 pm H:\Projects\83851\LINE_BRT\08-HIGHLAND\PLAN_SHEETS\08-URD-PIN-NB.dwg By: ppzskl



NO.	DATE	BY	REVISION / SUBMITTAL	APP

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Michael Jischke

MICHAEL JISCHKE
DATE: JANUARY 7, 2015 MN LIC. NO. 42191

A LINE BRT

STATION 14S



STATION
HIGHLAND PARKWAY
SNELLING AVENUE & HIGHLAND PARKWAY

DIRECTION
SOUTHBOUND

S.P. 6215-100 (TH 51)

SHEET NAME:
08-SB-3

SHEET **182** OF **376**

From: [Roth, Katie](#)
To: ["Spong, Amy \(CI-StPaul\)"; sarah.beimers@mnhs.org](#)
Cc: [William.Wheeler@dot.gov](#); ["amy.zaref.ctr@dot.gov"](#); [Carlson, Charles](#); [Hong, Kay](#); ["Andrew Schmidt"](#)
Subject: RE: A Line Section 106 Consultation Meeting
Date: Friday, March 20, 2015 2:57:31 PM
Attachments: [NRHP Maps Along A-Line Reduced.pdf](#)
[2015.03.16 A Line 106 Consultation Meeting Minutes.docx](#)

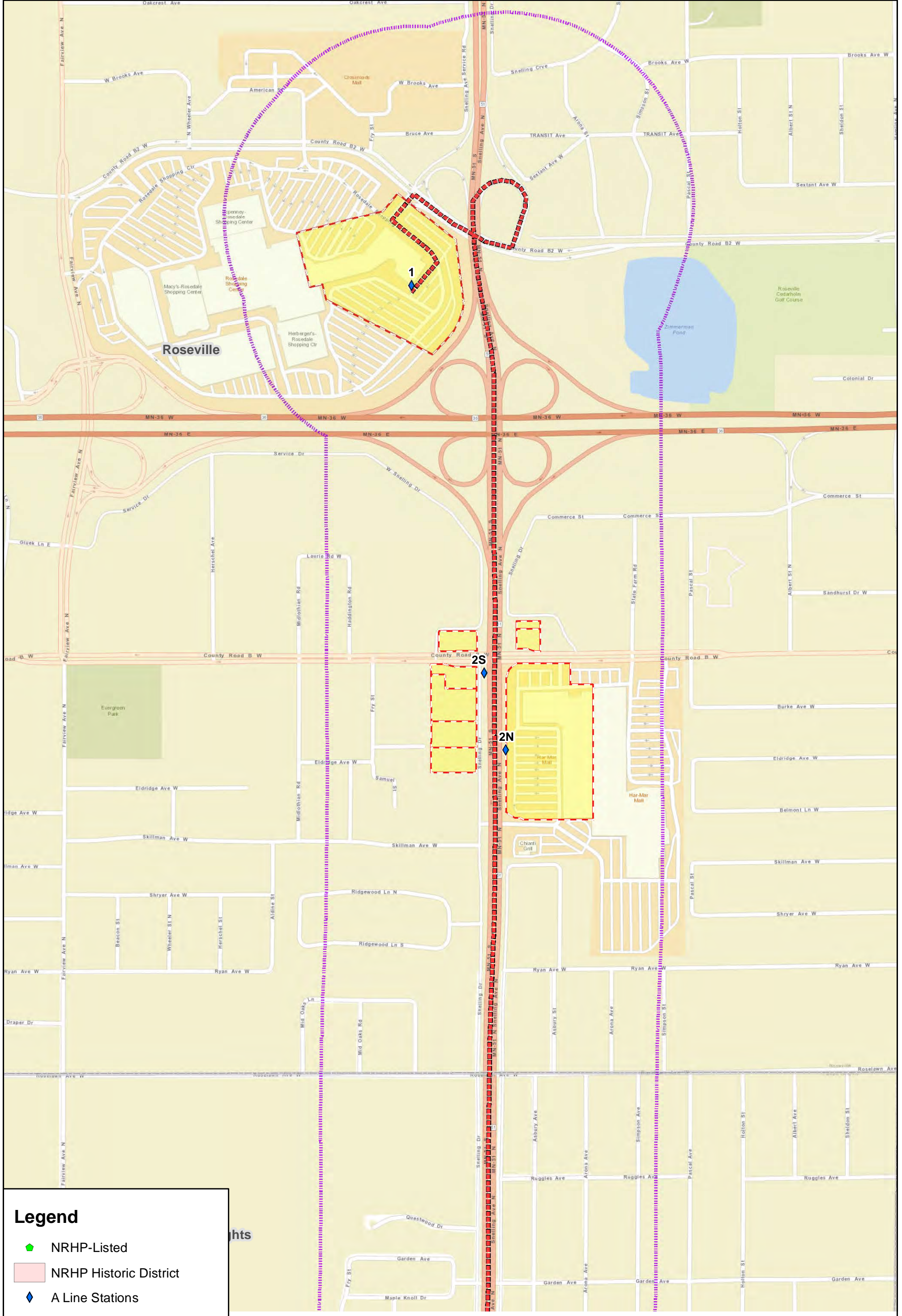
Sarah and Amy,

Some additional follow-ups from our Monday meeting:

- The minutes from our meeting are attached, with action items included. Please let me know if you have questions / changes.
- This week, Andrew was able to make clarifications / additions to the report based on the comments we received on Monday. This includes added notes on the local context studies and potential local designation, corrections to the notes about the properties at Grand and St. Clair, and additional research on mid-century properties for which index cards were not available.
- The final report, now with clarifications added (and summarized right after the title page for ease of review) is available for your use and for sharing with the HPC at this public link: <https://www.metrotransit.org/Data/Sites/1/media/abrt/aline/2015-03-20-updated-phase-i-ii-report-cover-ltr.pdf>. This report also now shows up in our project library: <https://www.metrotransit.org/a-line-library>
- Amy: the attached maps show existing NRHP-listed properties within a distance of the project alignment but outside the APE. After discussion, we opted to include these in a separate exhibit, outside the maps showing the determined APE. These are attached for your use in consultation.
- Sarah: thank you for your voicemail response to my question about public participation. I've discussed this more with Bill and Amy. Given the No Adverse Effects finding and the scope of the project, FTA's approach to public participation will not include an additional public meeting. We will electronically post the project documents (which we've done today) and distribute that document out through our existing communications channels and our partners' lists to accept comment for the project record.

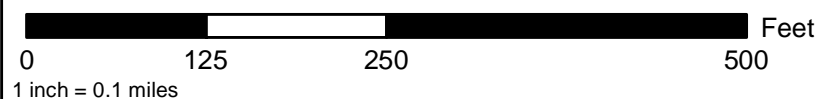
Once again, thank you both for your ongoing work on this consultation. Please let me know if there's anything else I can provide to assist.

Thanks—
Katie



Legend

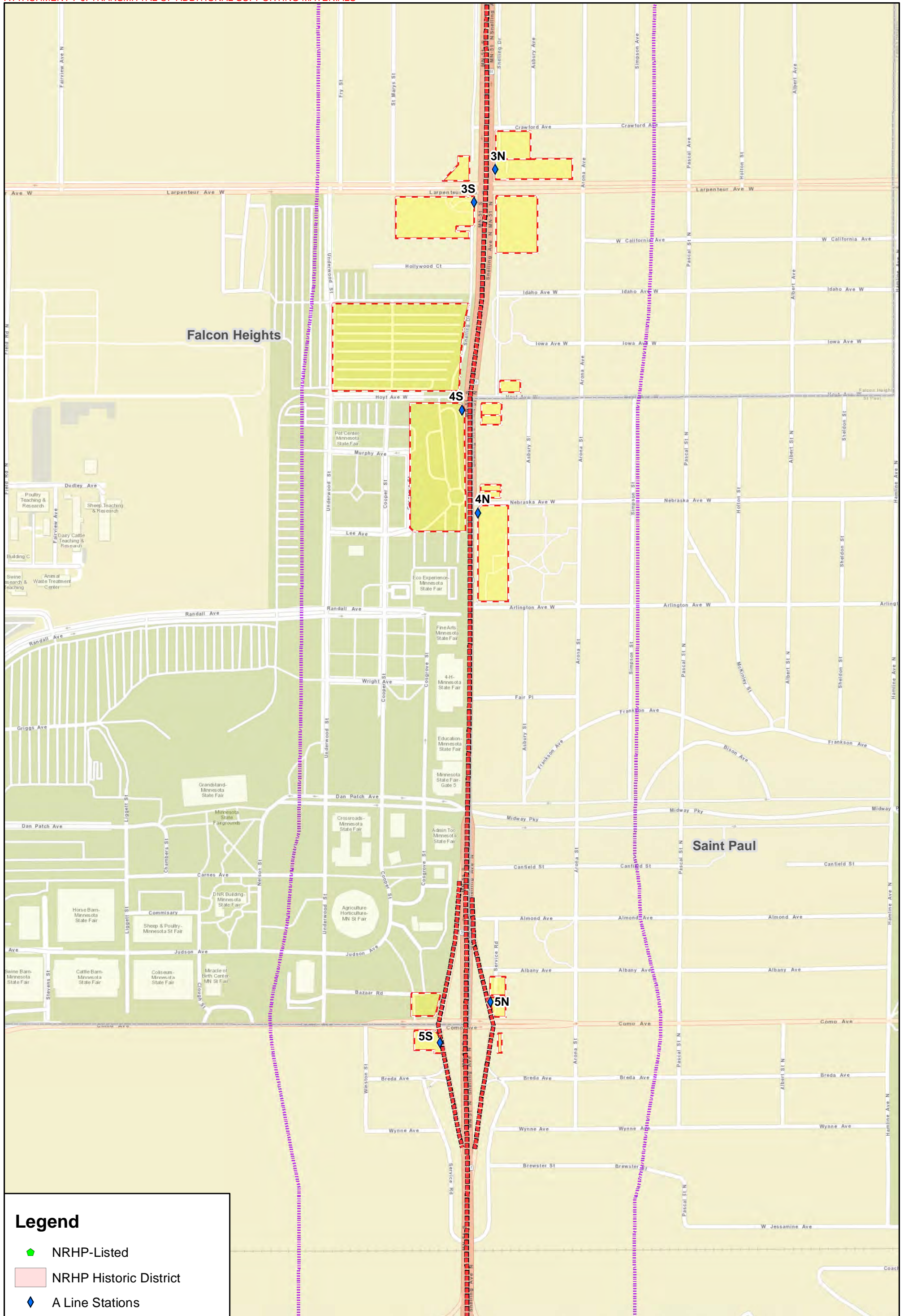
- ◆ NRHP-Listed
- NRHP Historic District
- ◆ A Line Stations
- A Line Route
- 0.2 mile A Line Route Buffer
- Property Parcels in Area of Potential Effects (APE)



Metro Transit A Line
NRHP Properties Along A Line Route

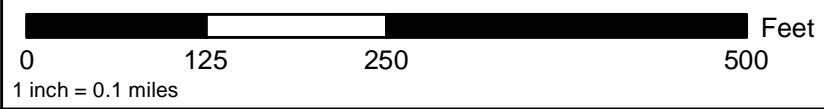


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Summit #: 2200-0002
Plot Date: 03-19-2015
Arc Operator: SJN
Reviewed by: AJ5



Legend

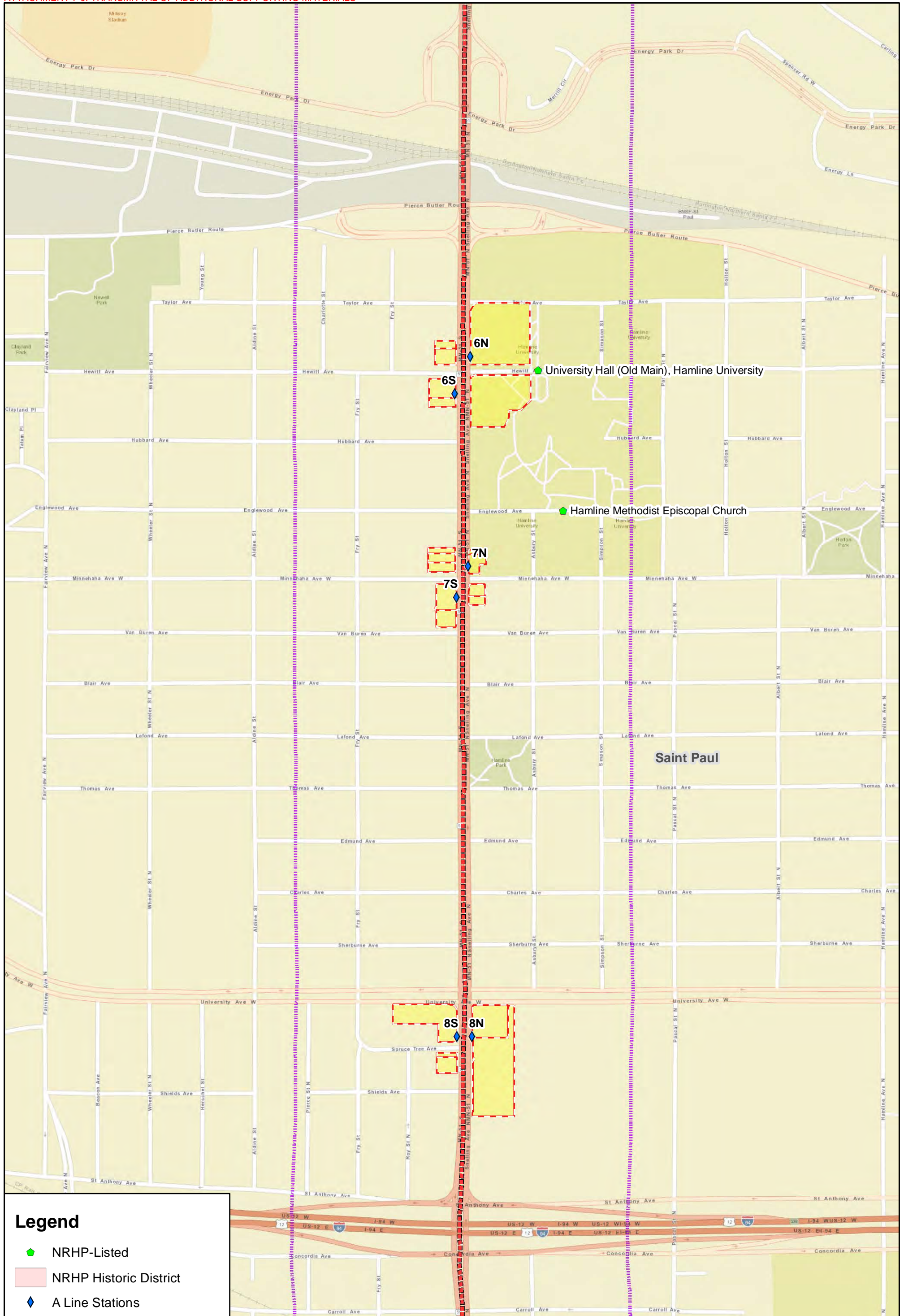
- ◆ NRHP-Listed
- NRHP Historic District
- ◆ A Line Stations
- A Line Route
- 0.2 mile A Line Route Buffer
- Property Parcels in Area of Potential Effects (APE)



Metro Transit A Line
NRHP Properties Along A Line Route

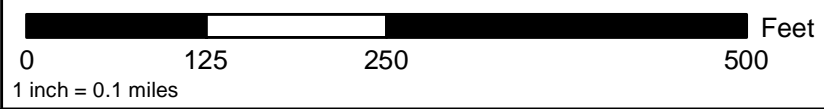


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Summit #: 2200-0002
Plot Date: 03-19-2015
Arc Operator: SJN
Reviewed by: AJS



Legend

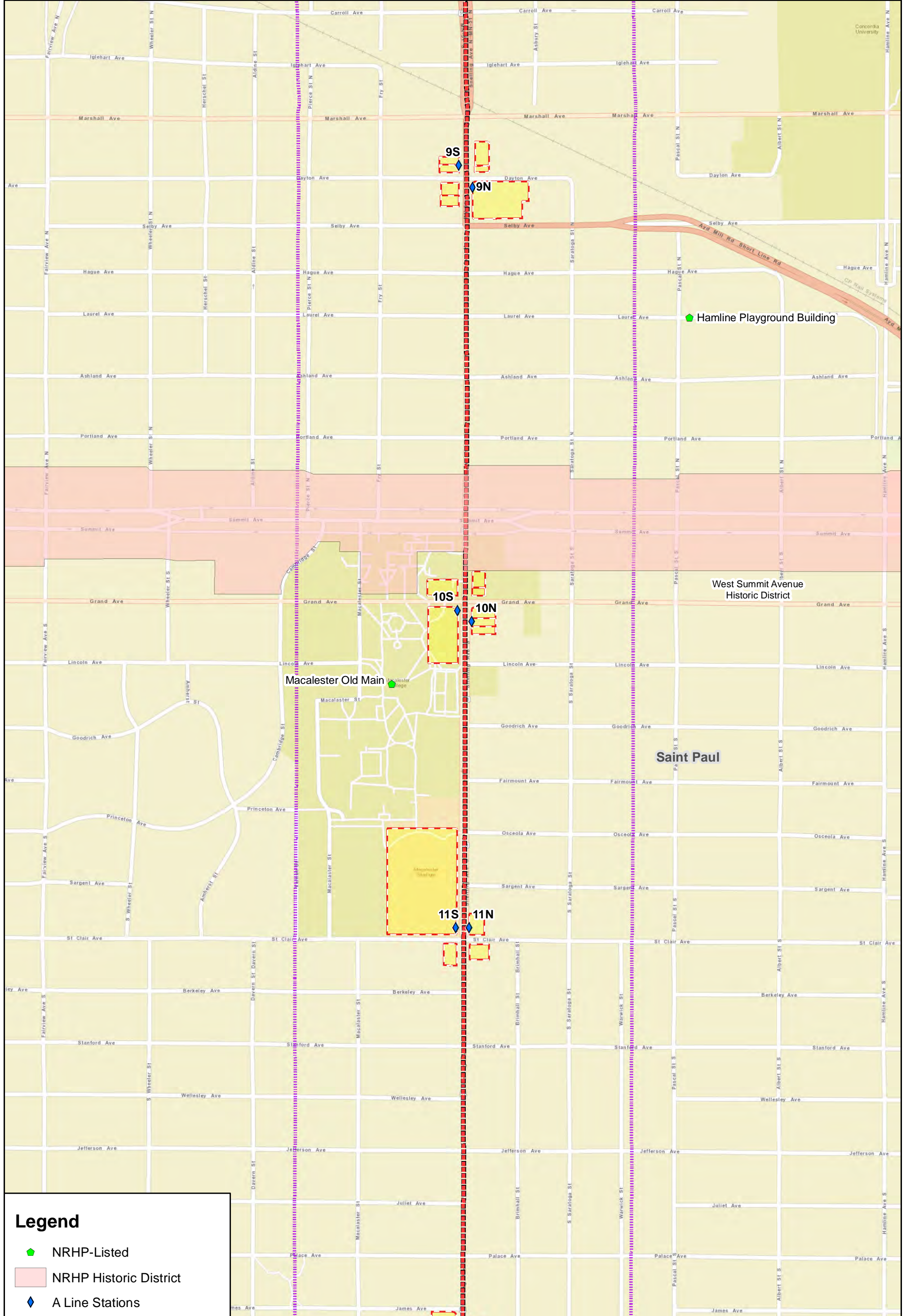
- ◆ NRHP-Listed
- NRHP Historic District
- ◆ A Line Stations
- A Line Route
- 0.2 mile A Line Route Buffer
- Property Parcels in Area of Potential Effects (APE)









Metro Transit A Line
NRHP Properties Along A Line Route

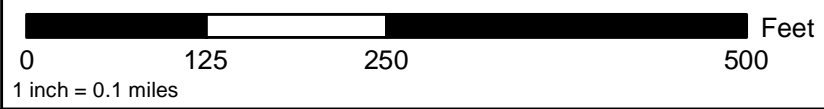


File: NRHP_ALine.mxd
Summit #: 2200-0002
Plot Date: 03-19-2015
Arc Operator: SJN
Reviewed by: AJ5



Legend

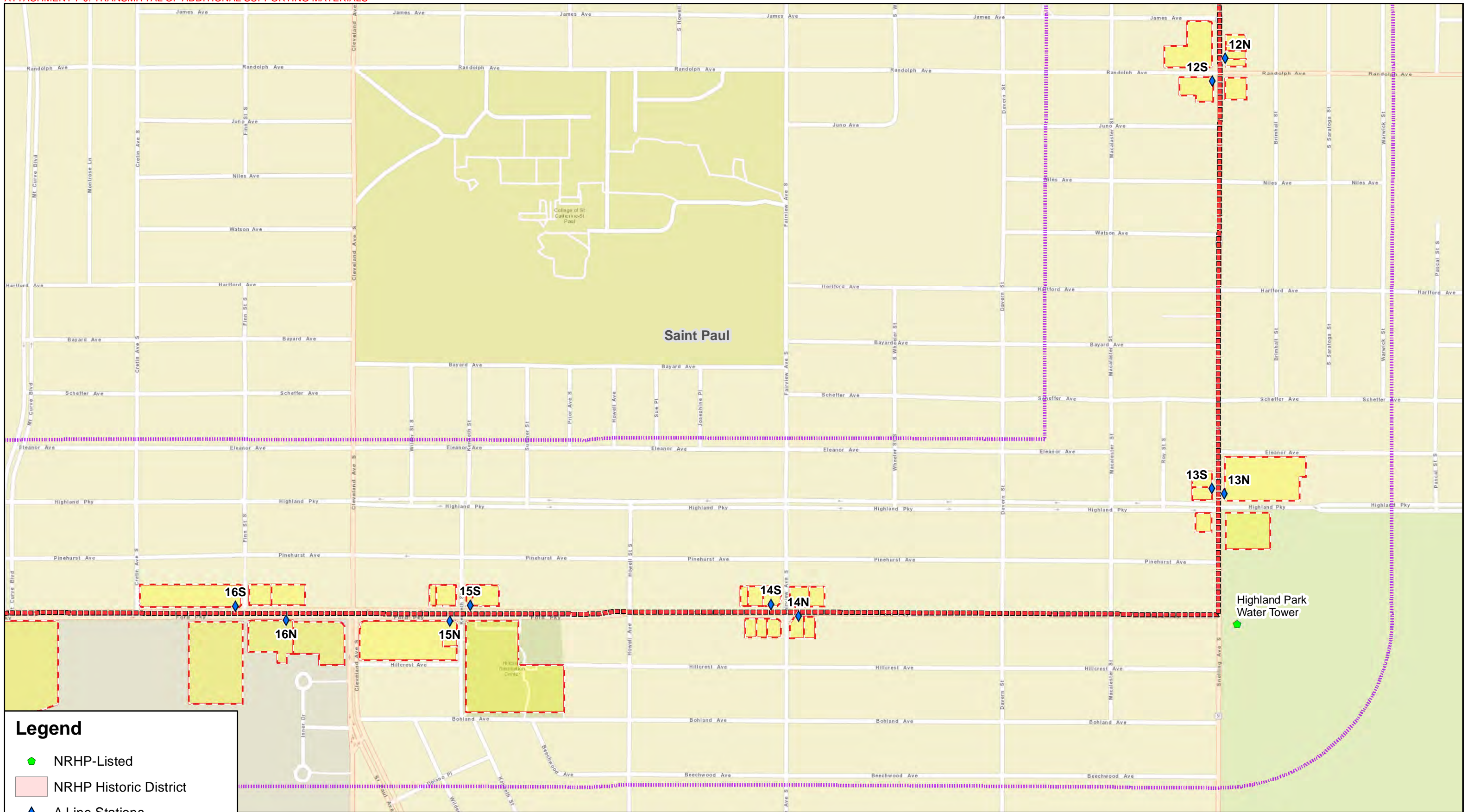
-  NRHP-Listed
-  NRHP Historic District
-  A Line Stations
-  A Line Route
-  0.2 mile A Line Route Buffer
-  Property Parcels in Area of Potential Effects (APE)



Metro Transit A Line
NRHP Properties Along A Line Route

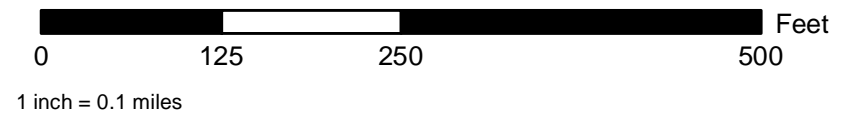


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Summit #: 2200-0002
Plot Date: 03-19-2015
Arc Operator: SJN
Reviewed by: AJ5



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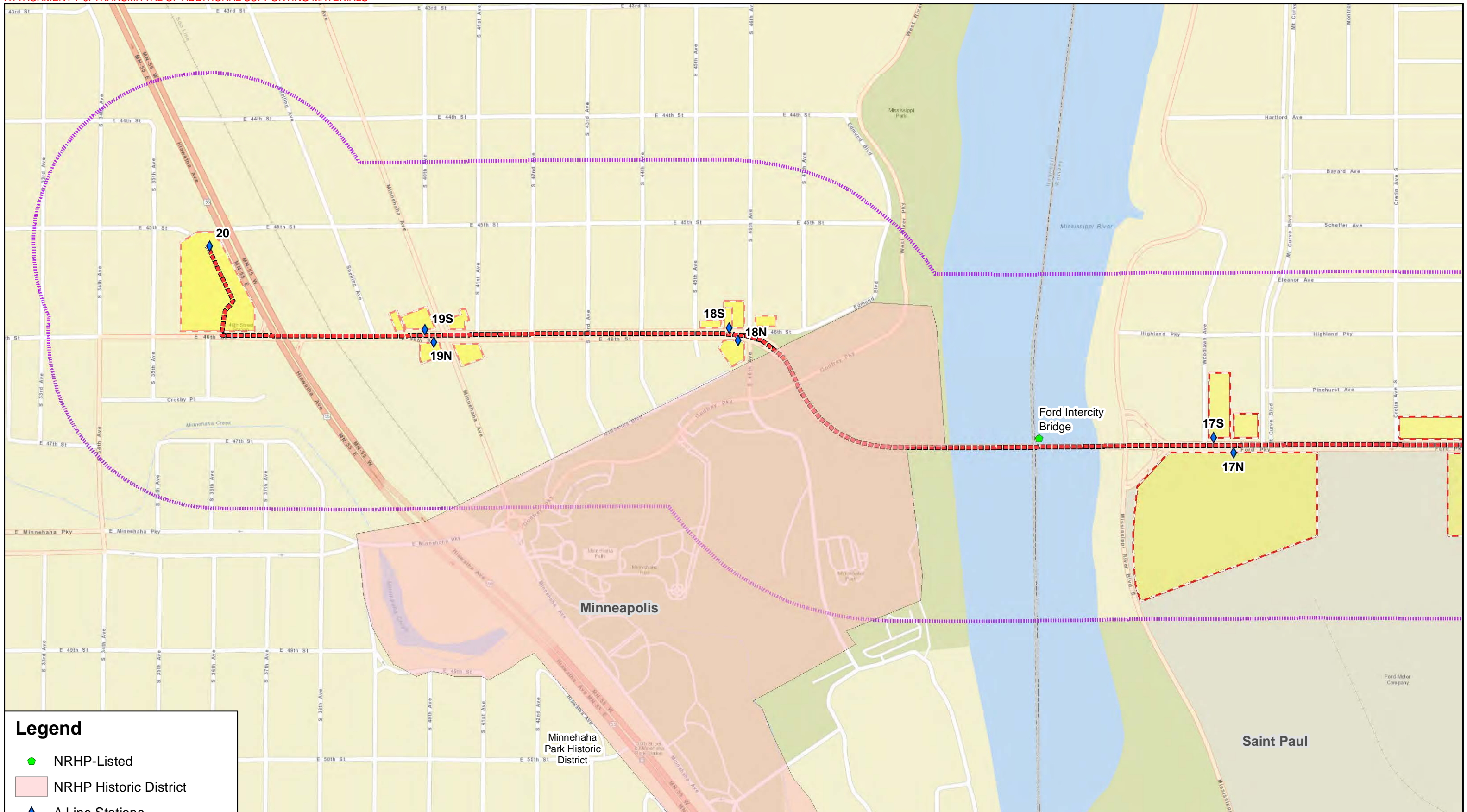
- NRHP-Listed
- NRHP Historic District
- A Line Stations
- A Line Route
- 0.2 mile A Line Route
- Property Parcels in Area of Potential Effects (APE)



Metro Transit A Line
NRHP Properties Along A Line Route

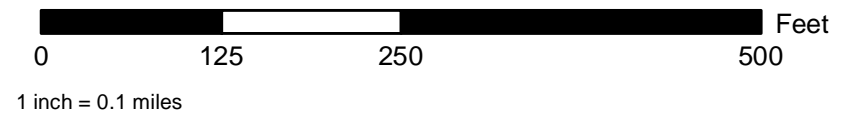


File: NRHP_ALine.mxd
Summit #: 2200-0002
Plot Date: 03-19-2015
Arc Operator: SJN
Reviewed by: AJS



Legend

- NRHP-Listed
- NRHP Historic District
- A Line Stations
- A Line Route
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Metro Transit A Line
NRHP Properties Along A Line Route



File: NRHP_ALine.mxd
Summit #: 2200-0002
Plot Date: 03-19-2015
Arc Operator: SJN
Reviewed by: AJS

CITY OF SAINT PAUL
Christopher B. Coleman, Mayor25 West Fourth Street
Saint Paul, MN 55102Telephone: 651-266-6700
Facsimile: 651-228-3220

March 26, 2015

Marisol R. Simon, Regional Administrator
U.S. Department of Transportation, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606-2789

Re: Consultation and Comment for Metro Transit's A Line Snelling Avenue Bus Rapid Transit Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

Dear Ms. Simon:

Thank you for your letter dated February 18, 2015 to the Minnesota State Historic Preservation Office (SHPO) which included the Federal Transit Administration's (FTA) findings regarding historic properties along the proposed A Line Snelling Avenue Bus Rapid Transit Project (A BRT). The *Phases I and II Architectural History Survey for the A Line Bus Rapid Transit Project, Roseville, Falcon Heights, Saint Paul and Minneapolis, Minnesota Final Report* (Report) by Summit EnviroSolutions, Inc. was also submitted for the Saint Paul Heritage Preservation Commission's (HPC) review and comment.

The HPC's staff met with representatives from the FTA, Metro Transit, Summit EnviroSolutions, Inc. and the SHPO on March 16th and staff requested some changes to the survey Report. Mainly, clarifying missing information about buildings at St. Clair and Snelling avenues, references to St. Paul context studies, corrections with building permit index cards for properties constructed after the 1940's and finally, staff requested the plans for locations of new bus shelters and the design. Some of the modifications were made to the Report and the HPC was forwarded a link to the amended Report for their review and comment. The HPC discussed the Report and findings of the FTA at their March 26th Meeting and have the following recommendation for revisions to the Report and/or project plans:

1. The HPC is only reviewing and commenting on those properties located with the boundaries of the City of Saint Paul.
2. Section 3.2 for St. Paul neighborhood contexts does not incorporate applicable 2001 St. Paul Historic Context Studies in addition to the 1983 Murphy and Granger (Historic Sites Survey of St. Paul and Ramsey County).

A Line BRT
March 26, 2015
Page 2

3. Page 84 regarding Buildings 1 and 3 of the former Bethel Academy and Theological Seminary (now HHH Job Corps Center) recommends these properties are not eligible individually for the National Register of Historic Places (NRHP). During the March 16th meeting SHPO staff noted that a 2012 report by the 106 Group recommended these two buildings did meet National Register criteria and SHPO staff concurred with that determination. Since there does not appear to be any significant changes since that time to either building, the HPC requests the Report be changed to state these two buildings are eligible for the NRHP. A station at that corner should consider any visual impacts and prominent view sheds.
4. Page 50, Section 4.2.11—add the note regarding identification in St. Paul Context Studies for any buildings at the intersection of St. Clair and Snelling.
6. Page 58 for 1585 Highland Parkway, the Report mentions the building is not an early example of an apartment building with this context, however, Saint Paul does not have a Mid-Century Modern Context Study with which to assess significance. This could be said for all of the properties evaluated in this Report of this era (Mid Century). Please add/alter language for all Mid-Century properties in the Report that there is no context study that has yet been completed in St. Paul in order to fully assess significance. Further, the statement "...the building is not a distinctive example of a period, type, or method of construction or the work of a master architect." This would imply that detailed research has been completed for all buildings of this period, type and that the method of construction was verified and researched along with the full body of work of the firm Svensson – White.

Add a "disclaimer" in the Report that NRHP eligibility is subject to change especially when new information or additional research is conducted.

7. Please verify that Gloria Dei Lutheran Church is not reference in the *Saint Paul Context Study: Churches, Synagogues, and Religious Buildings, 1849-1950*.
8. Page 38, 722-734 Snelling Avenue North, this property is identified as having local significance with the St. Paul Context Study: *Neighborhood Commercial Centers, 1874-1960* but not considered eligible for the National Register of Historic Places. The proposed placement of the bus shelter and the pylon sign will block key views of the building. The shelter also appears to be centered on the building's façade and blocking an early/central arched entry into the building. Shifting the shelter further east should be fully explored to minimize visual impacts and any potential negative impacts to the building's continued and/or adaptive reuse.

Provided these changes and clarifications are made in the Report, the HPC will then concur with the Report's findings and that the project will have no adverse effect on the National Register listed and determined eligible sites.

A Line BRT
March 26, 2015
Page 3

Please feel free to contact Amy Spong at 651-266-6714 with any questions or comments. I'll look forward to receipt of the amended survey Report and your consideration of the HPC's recommendations.

Sincerely,



Amy Spong, Staff
Heritage Preservation Commission

Cc: Sarah Beimers, SHPO
Bill Wheeler, FTA (via email)
Amy Zaref, FTA (via email)
Hilary Holmes, PED (via email)
File



STATE HISTORIC PRESERVATION OFFICE

March 30, 2015

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

RE: Metro Transit A Line Enhanced Bus Project
Hennepin and Ramsey Counties
SHPO Number: 2013-2685

Dear Ms. Simon:

Thank you for continuing consultation on the above project. Information received in our office on 25 February 2015 and via e-mail on 16 March 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 February 18, 2015 which included the cultural resources report entitled *Phases I and II Architectural History Survey for the A Line Bus Rapid Transit Project, Roseville, Falcon Heights, Saint Paul, and Minneapolis, Minnesota* (Report) by Summit Envirosolutions, dated February 2015. Our current review also included additional project site plans and design information for Stations 3S, 4N, 4S, 5S, 13N and 13S as submitted on 3/16/15 via e-mail by Katherine Roth of Metro Transit. Thank you for the opportunity to review this project at our March 16th consultation meeting with FTA staff in Chicago and Washington DC, as well as Metro Transit staff, the historical consultant from Summit Envirosolutions, and the St. Paul Heritage Preservation Commission.

Historic Property Identification and Evaluation

We agree with your determination that, of the 78 properties identified during Phase I investigations, only six (6) were identified as being potentially eligible for listing in the National Register Historic Places (NRHP).

However, we do note a mistake in the Report and recommend that corrections are made and a final version of the Report is reissued. In section 3.0 *Literature Search Results: Previous Investigations* (pp. 7-8), there is information provided regarding previous surveys in the current undertaking's APE. Specifically, there are four (4) properties which were evaluated as part of the Trunk Highway 51 (Snelling Avenue) Median Project and determined not eligible for listing in the NRHP. These properties include:

- Commercial Block at 1579 Grand Avenue (RA-SPC-6520)
- Commercial Building at 1580 Grand Avenue (RA-SPC-6519)
- Commercial Block at 232-240 Snelling Avenue S (RA-SPC-6509)
- Snelling Apartments at 241-251 Snelling Avenue S (RA-SPC-6508)

Consequently, the *Fieldwork Results* for Station 10 at Snelling & Grand (p. 48) and Station 11 at Snelling & St. Clair (p. 49) should be updated to accurately reflect the current evaluation status of these properties.

Our comments and recommendations regarding the six properties which were evaluated during Phase II investigations are as follows:

- **Farmer's Union Grain Terminal Association Building (RA-FHC-0085)**, 1667 Snelling Avenue North, Falcon Heights – As noted in the Report, this property was previously determined eligible for listing in the NRHP in 1995. Due to passage of time, the property was reevaluated and determined to still be eligible for listing in the NRHP under Criterion C (design). We concur with this determination.
- **Bethel Academy Buildings**, 1475 Arona Street, St. Paul – While the Report and your letter correctly state that the campus was determined to be not eligible for listing in the NRHP as a historic district due to lack of integrity, both of these documents incorrectly state that the buildings were not evaluated for individual eligibility to the NRHP. In fact, in 2013 our office reviewed individual evaluations of all three academy buildings and determined that the **Bethel Academy (RA-SPC-3436)** and the **Bethel Theological Seminary (RA-SPC-3435)** are **individually eligible** for listing in the NRHP under Criterion A (education) with a Period of Significance from 1915 to 1952. At that time we also determined that the Library (RA-SPC-3434) is not eligible for listing in the NRHP. We recommend that your consultant update the Report and Minnesota SHPO Architecture Inventory forms to accurately reflect the eligibility of these historic properties. For purposes of completing the Section 106 review for this undertaking, we will assume that your agency agrees that these historic properties are NRHP-eligible. Therefore, in addition to those historic properties identified in your recent correspondence, we also included the Bethel Academy and Bethel Theological Seminary in our assessment of adverse effect.
- **Minnesota State Fairgrounds Historic District (RA-FHC-0194)**, 1265 Snelling Avenue N, Falcon Heights – We concur with the determination that this historic district is **eligible** for listing in the NRHP under Criterion A (agriculture, social history) and generally agree with a suggested Period of Significance of 1885-1965, with the understanding that additional refinement of these dates and categorization of contributing/non-contributing structures is beyond the scope of the current undertaking.
- **Gloria Dei Lutheran Church (RA-SPC-1662)**, 700 Snelling Avenue S, St. Paul – We concur with the determination that this property is **not eligible** for listing in the NRHP.
- **City of St. Paul Fire Station #19 (RA-SPC-6169)**, 750 Snelling Avenue S & 1578 Highland Parkway, St. Paul – We concur with the determination that this property is **eligible** for listing in the NRHP under Criterion A (politics/government) with a Period of Significance from 1930 to 1858.
- **Highland Park State Bank (RA-SPC-6183)** – We concur with the determination that this property is **not eligible** for listing in the NRHP.

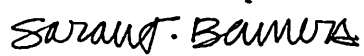
Assessment of Adverse Effect

Based upon project descriptions and analysis as provided in your 2/18/15 letter, along with the site plans and additional design information submitted by Metro Transit on 3/16/15, we have concluded that the project, as currently proposed, will not adversely affect the five (5) historic properties identified in this comment letter. Therefore, we concur with your determination that the proposed A Line Enhanced Bus Project will have **no adverse effect** on historic properties.

If, for any reason, the project is substantially redesigned, we request that you re-initiate consultation with our office.

We look forward to receiving corrected versions of the final Report and Inventory Forms. 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 via e-mail at sarah.beimers@mnhs.org.







Sincerely,

A handwritten signature in black ink that reads "Sarah J. Beimers". The signature is written in a cursive, slightly slanted style.





Sarah J. Beimers, Manager
Government Programs & Compliance

cc: Bill Wheeler, FTA Region V
Katie Roth, Project Manager, Metro Transit
Amy Spong, St. Paul Heritage Preservation Commission

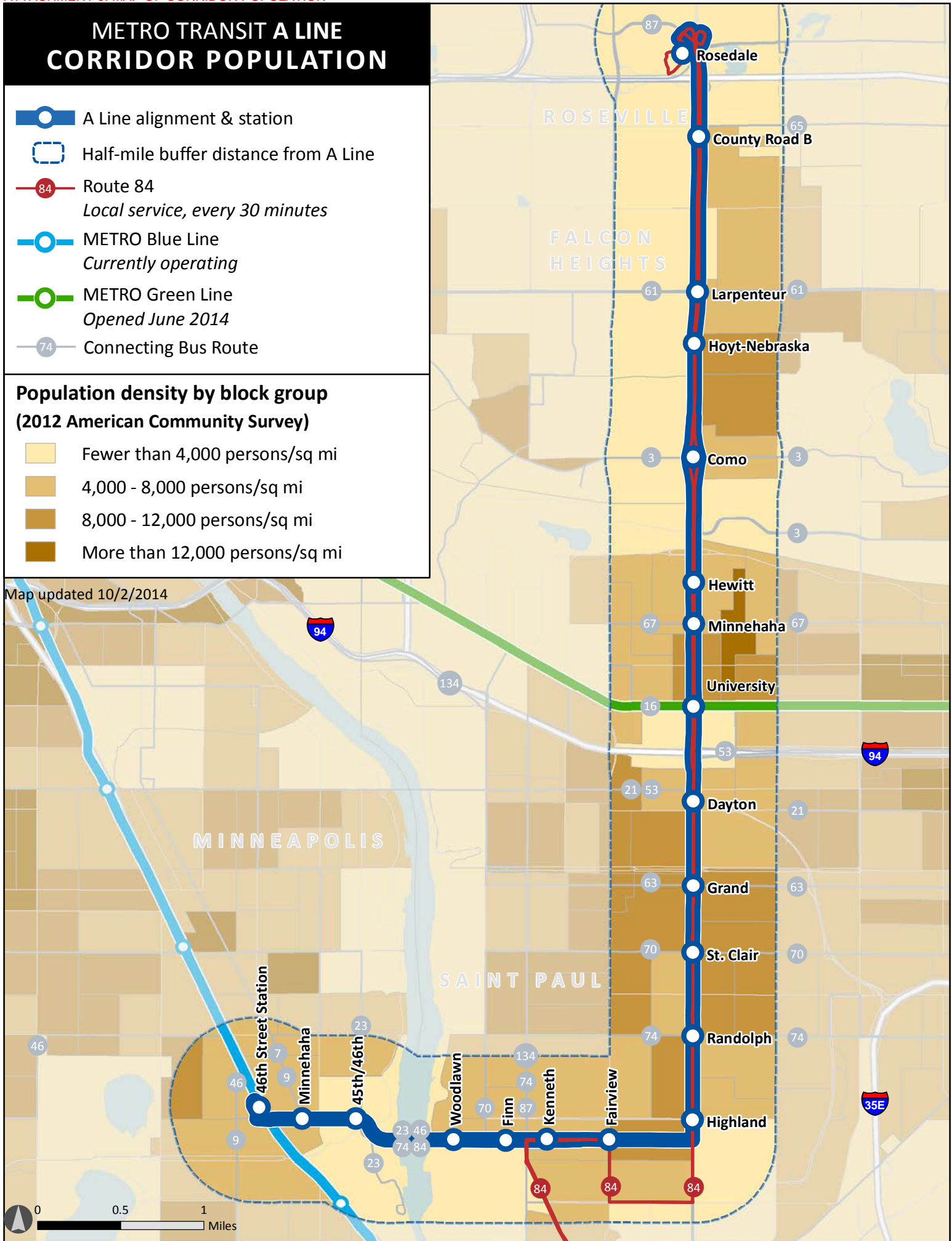
METRO TRANSIT A LINE CORRIDOR POPULATION

-  A Line alignment & station
-  Half-mile buffer distance from A Line
-  Route 84
Local service, every 30 minutes
-  METRO Blue Line
Currently operating
-  METRO Green Line
Opened June 2014
-  Connecting Bus Route







Population density by block group (2012 American Community Survey)

-  Fewer than 4,000 persons/sq mi
-  4,000 - 8,000 persons/sq mi
-  8,000 - 12,000 persons/sq mi
-  More than 12,000 persons/sq mi

Map updated 10/2/2014









METRO TRANSIT A LINE LOW-INCOME POPULATION

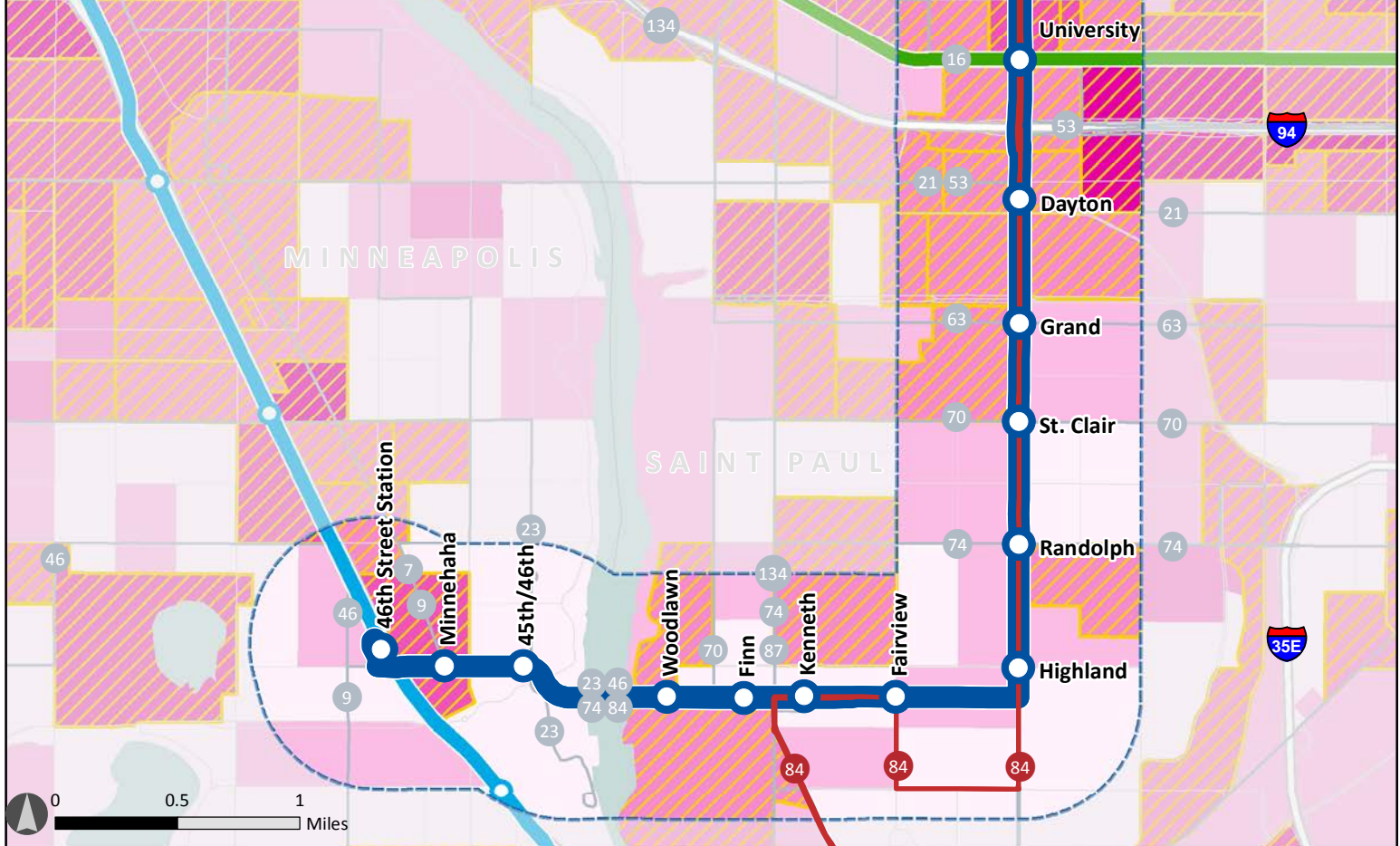
-  A Line alignment & station
-  Half-mile buffer distance from A Line
-  Route 84
Local service, every 30 minutes
-  METRO Blue Line
Currently operating
-  METRO Green Line
Opened June 2014
-  Connecting Bus Route

Poverty rate by block group







2008-2012 American Community Survey

-  Less than 5%
-  5.1% - 10%
-  10.1% - 25%
-  25.1% - 50%
-  Greater than 50%
-  Poverty rate >10.4% (svc area avg)

Map updated 10/2/2014









METRO TRANSIT A LINE MINORITY POPULATION

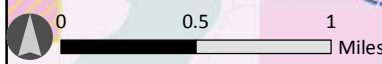
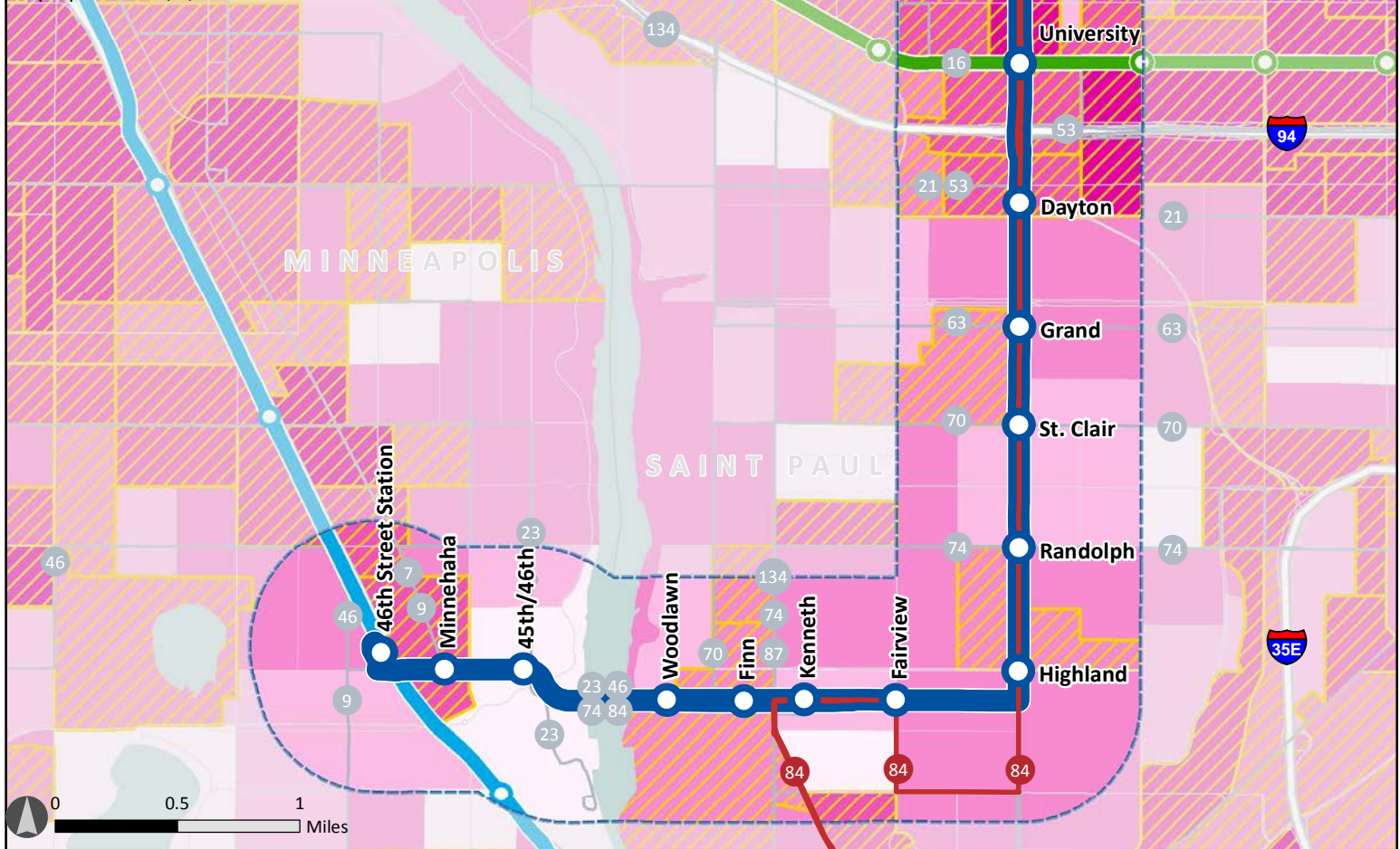
-  A Line alignment & station
-  Half-mile buffer distance from A Line
-  Route 84
Local service, every 30 minutes
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Currently operating
-  METRO Green Line
Opened June 2014
-  Connecting Bus Route

Minority rate by block group





2008-2012 American Community Survey

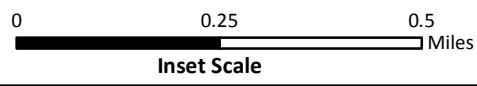
-  Less than 5%
-  5.1% - 10%
-  10.1% - 25%
-  25.1% - 50%
-  Greater than 50%
-  Minority rate >18.5% (svc area avg)

Map updated 10/2/2014

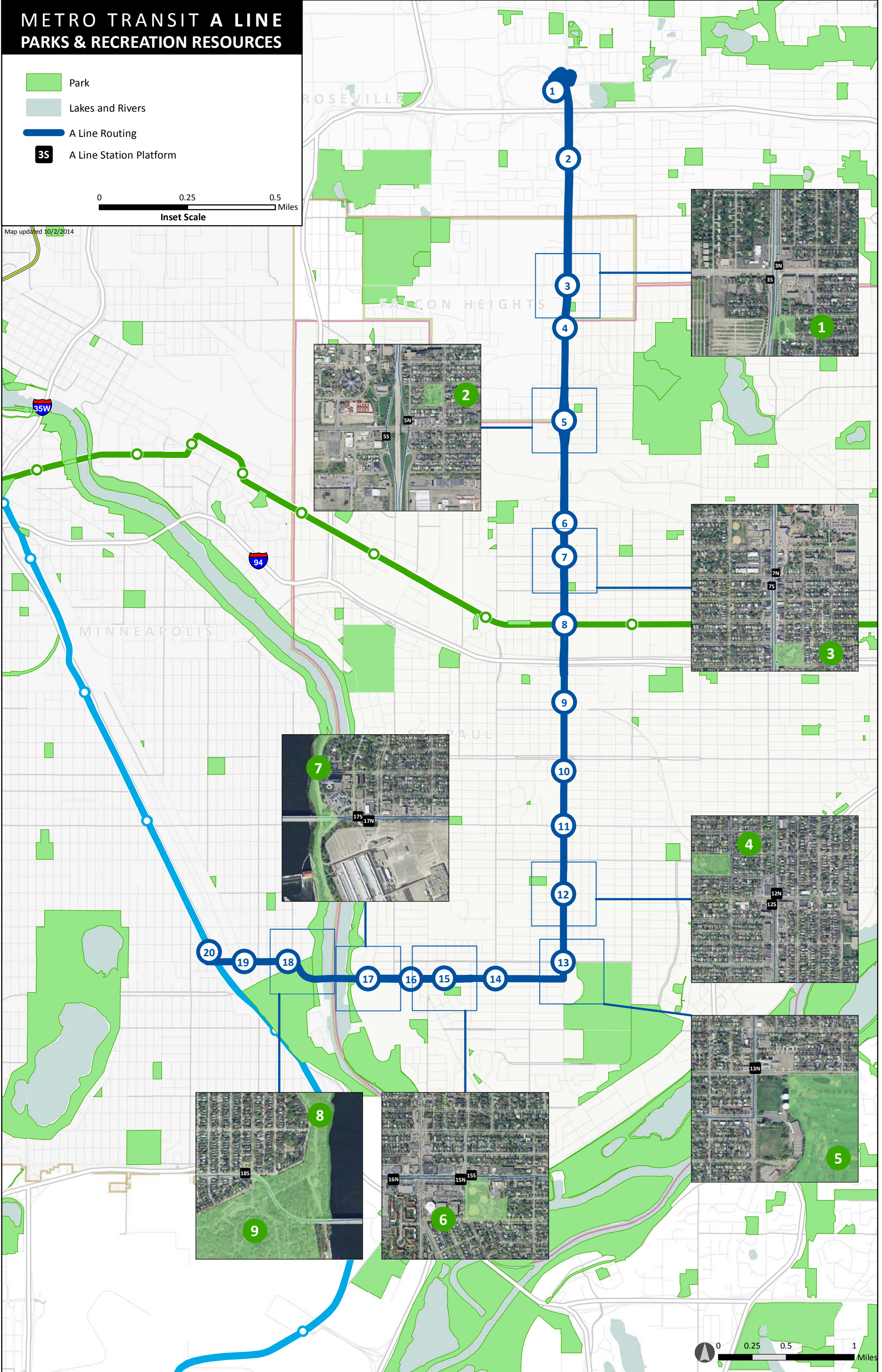


METRO TRANSIT A LINE PARKS & RECREATION RESOURCES

-  Park
-  Lakes and Rivers
-  A Line Routing
-  A Line Station Platform



Map updated 10/2/2014





Minnesota Department of Natural Resources

Division of Ecological and Water Resources, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5109 E-mail: lisa.joyal@state.mn.us

August 20, 2013

[Transmitted via Electronic Mail]

Katie Roth
Metro Transit
707 16th Avenue S
Minneapolis, MN 55454

Dear Ms. Roth,

The DNR Division of Ecological and Water Resources has determined that we do not need to review the proposed Metro Transit A Line project. Given the nature and location of the project, we do not believe it would result in a significant impact to threatened or endangered species or critical habitats, and as such would not trigger the preparation of an Environmental Impact Statement under the National Environmental Policy Act. We further believe that such activities would be in compliance with Minnesota's Endangered Species Statute (*Minnesota Statutes*, section 84.0895) and associated Rules (*Minnesota Rules*, part 6212.1800 to 6212.2300 and 6134).

Please contact me if you have any questions or concerns about this decision. Thank you for your interest in preserving Minnesota's rare natural resources.

Sincerely,

A handwritten signature in black ink that reads "Lisa Joyal". The signature is written in a cursive, flowing style.

Lisa Joyal
Endangered Species Review Coordinator

Roth, Katie

From: Horton, Andrew [andrew_horton@fws.gov]
Sent: Thursday, May 29, 2014 12:55 PM
To: Roth, Katie
Subject: Re: Metro Transit A Line Enhanced Bus Project

Katie,

Thank you for your determination. For a no effect finding, there is no need to consult with our office under section 7 of the Endangered Species Act since listed species will not be impacted. We have no other recommendations concerning Service trust resources.

- Andrew Horton

Andrew Horton
Twin Cities Ecological Services Field Office
U.S. Fish and Wildlife Service
4101 American Blvd East
Bloomington, MN 55425-1665
(612) 725-3548 ext. 2208

On Fri, May 2, 2014 at 4:28 PM, Roth, Katie <Katie.Roth@metrotransit.org> wrote:

Andrew,

Metro Transit is completing the environmental review process for the [A Line](#), a proposed enhanced bus project to be constructed in Hennepin and Ramsey counties.

The project consists of constructing bus stops within existing transportation rights-of-way and operating buses on existing roadways in a highly developed, urban area. As such, we conclude that the project will not affect any listed species or critical habitat.

Please review the attached correspondence and project map. We are requesting USFWS review and concurrence with the no effect determination for the Metro Transit A Line Project as well as any other recommendations regarding the proposed action.

Please contact me with any questions. Thank you in advance—

Katie

Katie Roth, AICP

Senior Planner, BRT/Small Starts Project Office

Metro Transit

612-349-7772 | katie.roth@metrotransit.org

Visit metrotransit.org/snelling-brt for updates on
the A Line (Snelling Avenue Bus Rapid Transit)



May 2, 2014

Mr. Andrew Horton
US Fish and Wildlife Service
Ecological Services Field Office
4101 American Boulevard East
Bloomington, MN 55425

RE: Metro Transit A Line Enhanced Bus Project
Hennepin and Ramsey Counties, Minnesota
Section 7 Endangered Species Act Coordination

Dear Mr. Horton:

Metro Transit is completing the environmental review process for the proposed A Line Enhanced Bus Project in Hennepin and Ramsey counties. The proposed project includes federal funding through the Federal Transit Administration (FTA). A Categorical Exclusion document is being prepared to fulfill National Environmental Policy Act (NEPA) requirements. The FTA is the lead federal agency for this project.

Project Description

The A Line is an enhanced bus project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations roughly every 1/2 mile. The project will not construct any dedicated busways. The project will construct enhanced curbside bus stops entirely within existing transportation rights-of-way. A project overview map is included in **Attachment 1**.

The purpose of the A Line project is to provide faster, more attractive, and highly visible transit service in the Snelling Avenue, Ford Parkway, and 46th Street corridors without expanding the roadway's footprint. The need for the project is summarized by two key challenges: slow transit travel speeds and inadequate passenger facilities that keep transit from competing with single-occupant vehicles (SOVs) for most of the traveling public.

Federal Threatened and Endangered Species and Critical Habitat

According to the official County Distribution of Minnesota's Federally-Listed Threatened, Endangered, Proposed, and Candidate Species list (current as of April 2014) maintained by the USFWS, the project is within the distribution range of the following species:

A service of the Metropolitan Council

Exhibit 1: Federal-Listed Species in Ramsey and Hennepin Counties

County	Scientific Name	Common Name	Federal Status	Preferred Habitat
Hennepin, Ramsey	<i>Myotis septentrionalis</i>	Northern Long-Eared Bat	Proposed as endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during spring and summer.
Hennepin, Ramsey	<i>Lampsilis higginsii</i>	Higgins Eye Pearlymussel	Endangered	Mississippi River
Ramsey	<i>Quadrula fragosa</i>	Winged Mapleleaf	Endangered	St. Croix River

Based on the nature of the proposed project and location of the project area action (i.e., construction of bus stops within existing transportation rights-of-way and operation of buses on existing roadways in a highly developed, urban area), we conclude that no listed species or designated critical habitat is anticipated to be directly or indirectly affected by the proposed action. A review of the three federally listed species in Hennepin and Ramsey counties is summarized below.

- **Northern Long-Eared Bat:** Habitat areas for the northern long-eared bat includes caves and mines (winter habitat areas), swarming in surrounding wooded areas in the autumn. Spring and summer habitat includes upland forest areas. Because the proposed project is located within a developed area operating within existing transportation rights-of-way, no impacts are anticipated to the northern long-eared bat.
- **Higgins Eye Pearlymussel:** Essential habitat areas for the Higgins eye pearlymussel can be found within the Mississippi River; however, these areas do not extend beyond the confluence of the Mississippi River and St. Croix River, south of the project area (U.S. Fish and Wildlife Service. May 2004. Higgins Eye Pearlymussel (*Lampsilis higginsii*) Recovery Plan: First Revision). A Line buses will travel on the existing Ford Parkway bridge over the Mississippi River using existing travel lanes. Construction of bus stops adjacent to the Mississippi River will be within existing transportation rights-of-way and would not increase impervious surface areas; therefore, no impacts are anticipated to the Higgins eye pearlymussel as a result of the project.
- **Winged Mapleleaf:** The project will not impact the St. Croix River; therefore, no impacts are anticipated to the winged mapleleaf mussel as a result of the project.

We are requesting USFWS review and concurrence with the no effect determination for the Metro Transit A Line Project as well as any other recommendations regarding the proposed action. The USFWS response will be incorporated into the NEPA document and considered by the FTA in their categorical exclusion determination. Please contact me at 612-349-7772 or katie.roth@metrotransit.org if you have any questions or require additional information. Thank you.


Sincerely,


Katie Roth, AICP
A Line Project Manager
Metro Transit BRT/Small Starts Project Office

Attachments: Project Overview Map


METRO TRANSIT A LINE PROJECT OVERVIEW

 A Line alignment & station

 Route 84
Local service, every 30 minutes

 METRO Blue Line
Currently operating

 METRO Green Line
Opens June 2014

 Connecting Bus Route

Map updated 5/2/2014

