PREPARED BY

Mead & Hunt

Section 106 Compliance Plan

G LINE BUS RAPID TRANSIT PROJECT
METROPOLITAN COUNCIL METRO TRANSIT DIVISION, ARTERIAL BUS RAPID TRANSIT DEPARTMENT

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1. Introduction and Project Background

The Metro Transit division of the Metropolitan Council is proposing to develop the G Line Bus Rapid Transit (BRT) Project (Project). The G Line will be an approximately 11.5-mile BRT corridor extending south from the Little Canada Transit Center in Little Canada to the Dakota County Northern Service Center in West Saint Paul. The G Line is planned to replace two bus routes extending north and south from downtown Saint Paul: a portion of existing Route 62, operating primarily along Rice Street north of downtown Saint Paul; and a portion of existing Route 68, operating primarily along Robert Street south of downtown Saint Paul. The Project will include 32 stations, bus purchases, and bus priority treatments (discussed in detail below). Maps illustrating the overall G Line corridor and segments are included in Appendix A.

The Project is anticipated to receive federal funding from the Federal Transit Administration (FTA) Capital Investment Grants program as a Small Starts project and has been defined as an undertaking; therefore, it must comply with Section 106 of the National Historic Preservation Act (Section 106), as amended (36 CFR Part 800), and the National Environmental Policy Act (NEPA) (40 CFR Parts 1500-1508). Additionally, the Project must comply with the Minnesota Historic Sites Act (MS 138.661-138.664) and Minnesota Field Archaeology Act (MS 138.31-138.42).

FTA will initiate Section 106 consultation with the Minnesota State Historic Preservation Office (SHPO), appropriate American Indian Tribes, representatives of a local government with jurisdiction, and additional organizations with a demonstrated interest concurrently with the submittal of this *Section 106 Compliance Plan* and recommended Area of Potential Effects (APE) maps, which are provided in Appendix D. Steps required to complete Section 106 consultation include the following:

- FTA submits the APE map to SHPO for review and comment (per 36 CFR 800.4);
- FTA identifies and evaluates historic properties within the APE and seeks SHPO concurrence (per 36 CFR 800.4);
- FTA assesses effects on historic properties that may result from the Project and seeks SHPO concurrence (per 36 CFR 800.5); and
- FTA and SHPO identify measures to resolve adverse effects to historic properties, if any (per 36 CFR 800.6).

For the purpose of NEPA compliance, based on the Project's scope, Metro Transit proposes that the G Line be categorically excluded from further NEPA review under 23 CFR 771.118(c)(9) for the "assembly or construction of facilities." Specifically, Metro Transit interprets the following language to apply to the Project:

- "consistent with existing land uses and zoning requirements (including floodplain regulations)"
- "uses primarily land disturbed for transportation use, such as … busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations"

The scope of the Project is consistent with similar BRT projects previously processed as Categorical Exclusion actions, including the A, B, C, D, E, and F Lines. There are no unusual circumstances within the Project compared to previous Metro Transit BRT projects.

Furthermore, land to be used for the Project is already disturbed for transportation use; therefore, land use consistency and zoning requirements will not be substantial elements of the NEPA analysis. The Project will construct platforms primarily within the existing sidewalk-to-sidewalk footprint of existing roadways. While a small amount of new impervious surface will be introduced at some platform locations, appropriate measures will be taken to account for drainage and watershed impacts in coordination with watershed management districts.

Metro Transit will complete all required documentation of Project impacts under 23 CFR 771.118 to demonstrate specific conditions satisfying a Categorical Exclusion and that significant environmental effects will not result. Previous BRT projects (A, B, C, D, E, and F Lines) completed (or are in the process of completing) the NEPA review process under 23 CFR 771.118(c)(9).

2. Purpose and Need for the Project

The purpose of the Project is to provide faster, more reliable, and more attractive bus transit service along a north-south corridor through downtown Saint Paul and the municipalities of Little Canada, Roseville, Maplewood, West Saint Paul, and Inver Grove Heights. The corridor is generally commercial along the proposed G Line route with some residential areas, a portion of the State Capitol area, and the downtown area of Saint Paul. The need for the Project can be summarized by three key challenges: slow, unreliable transit service; inadequate passenger facilities; and insufficient transit network connections.

Metro Transit Route 62 currently serves the northern portion of the corridor and Route 68 serves the southern portion of the corridor that will comprise the new G Line, each with frequent stops spaced at approximately 0.4 miles. Routes 62 and 68 both provide service north and south of downtown Saint Paul; however, the majority of trips between the Rice Street and Robert Street corridors require transferring in downtown Saint Paul. Additionally, the portions of these routes outside of the Rice/Robert Street corridor do not lend themselves to BRT service due to lower ridership, circuitous routing needed to serve off-corridor markets, and differing termini and route patterns.

Among local bus routes in the Metro Transit system, Routes 62 and 68 within the Rice Street and Robert Street corridors have historically exhibited strong ridership and productivity, with more than 400 daily boardings per mile as of early 2023. However, buses often experience delays that result in slow and unreliable trips for riders. Within the G Line corridor, Route 62 and Route 68 buses operate at average speeds around 11 miles per hour during some periods of the day, and trip times can vary substantially depending on the time of day. Existing delays are attributable to a variety of factors, including dwell (passenger boarding, alighting, and fare payment), deceleration/acceleration, merging out of/into the travel lane, traffic signals, and general traffic congestion.

Passenger waiting facilities are limited at many of these stops. Where shelters exist, they can be undersized for the ridership activity occurring at the stop. This limits the placement of waiting shelters without blocking sidewalks. Most existing stops also lack heating, transit information, adequate lighting, and any security features. Some stops lack accessible pedestrian connections to surrounding land uses or lack suitable amenities for connecting transit services. The limited passenger facilities do not align with the relative importance of the Rice/Robert Street corridor.

3. Project Components

The Project consists of constructing four core elements that will improve travel time, speed, reliability, and passenger use and comfort:

- Construction of 62 BRT platforms and supportive infrastructure (32 stations):
    - Full construction of 45 platform locations.
    - Smaller-scale improvements at 17 additional platform locations to provide full BRT functionality.
    - Supportive infrastructure includes utility, electrical, and communications connections to support station features, as well as targeted improvements to improve station access to existing adjacent pedestrian and transit networks.
- Purchase of approximately 16 specialized BRT buses.
- Bus priority treatments including transit signal priority (TSP) and queue jump lanes.
- Construction of two operator restroom facilities.

A. Platforms and stations

Stations will typically consist of two directional platforms. Appendix C provides an example of a typical two-platform station as constructed for the Metro A Line on Snelling Avenue. The G Line is anticipated to serve 62 platforms at 32 stations (two single-platform stations at the Little Canada Transit Center and Dakota County Northern Service Center, and 30 double-platform stations between the two termini). On average, G Line stops would be placed approximately 0.4 miles apart (two to three stops per mile) to balance speed and access. It is anticipated that 70 percent of existing customers would be served by a station at or within one block (i.e., 1/8 of a mile or 660 feet) of their current stop location.

Many G Line platforms will include curb construction to facilitate in-lane stops, with a typical platform length of at least 60 feet to accommodate articulated buses. Minimal permanent property impacts are anticipated, as curb extensions or standard design mitigations should generally allow for improvements to be constructed within existing right-of-way.

In some locations along the G Line corridor, curb modifications and bus boarding platforms suitable for future use as part of the G Line have been constructed or are planned for construction under different projects. These platform locations are identified below:

- Little Canada Transit Center
- Rice Street and Arlington Avenue
- Rice Street and Maryland Avenue
- Rice Street and Cook Avenue
- Rice Street and Front Avenue
- Rice Street and Atwater Street
- Robert Street and 10th Street
- Robert Street and 5th/6th Street
- Robert Street and Kellogg Boulevard

The Project will implement full BRT station elements at these locations. Station elements at these locations will be analyzed in the G Line NEPA process.

The Minnesota Department of Transportation (MnDOT) is leading the State Highway 3/Robert Street project, which shares a portion of the G Line corridor on Robert Street between Fillmore Avenue and Annapolis Street. Configuration of G Line platforms within this segment will be coordinated with MnDOT as it continues to advance.

In total, the G Line NEPA process will include analysis of 62 platforms (32 stations). See Appendix A for specific locations.

Within the limits of constructed platforms, the Project will implement station elements to improve the customer experience and improve operational efficiency. Stations will include the following:

- Transit shelters for weather protection, sized in a range of modular configurations to both meet customer demand and fit within site-specific design constraints.

- Electronic fare equipment to facilitate proof-of-payment fare collection.

- Real-time transit arrival information via electronic signage and printed formats with clear highlights of connecting service and nearby destinations.

- A package of features to improve customer experience and comfort levels, including heating, lighting, security features like emergency call boxes and security cameras, waste bins, and bicycle parking loops.

To implement these features within the existing built environment and connect stations to the broader transit and pedestrian network, the Project will perform limited reconstruction of sidewalks, curb ramps, and pavement in the vicinity of each station. Modifications to existing traffic signal poles, lighting, and

utilities may be required to accommodate the Project features. The Project will also construct a fiber optic network to support connectivity of station technology elements.

Appendix C provide examples of operational BRT platforms on the C Line. Similar facilities will be constructed throughout the G Line project corridor. Shelters used for the G Line will use clear glass panels and may have different wall configurations or rooflines than those shown in Appendix C; these will be determined by site-specific considerations. Appendix C also depicts typical G Line platform amenities.

B. Vehicles

The Project includes the purchase of approximately 16 specialized buses, with an estimated fleet requirement of 13 buses plus three spare vehicles. G Line vehicle specifications will include low-floor buses with specialized body work, wide doors, and other functional and aesthetic enhancements over the standard bus fleet. G Line buses would join the existing Metro BRT subfleet. Further ridership analysis will determine whether 60-foot buses or 40-foot buses will be purchased for the G Line.

C. Bus priority treatments

Analysis and stakeholder discussions will be conducted to determine locations where priority for G Line buses such as signal phasing modifications, TSP, bus-only lanes, bus approach lanes, or queue jump lanes could be implemented along the corridor. Approximately 40 signalized intersections are along the G Line corridor; the design process will identify intersections where signals should be considered for upgrades, phasing modifications, and/or TSP improvements. Signals identified for TSP will be modified to provide the necessary TSP detector, firmware, equipment, and signal controller. In some cases, existing signal controllers at intersections may already be compatible with TSP equipment and may not require installation of a new signal controller. Similarly, analysis and coordination with roadway authorities will identify locations where the designation of roadway space for bus priority, through striping, signing, and other treatments, may provide an operational advantage for G Line buses in reducing delays caused by automobile traffic.

D. Operator restroom facilities

The Project includes planned construction of two operator restroom facilities: one at the planned southern layover location at Dakota County Northern Service Center and one at the planned northern layover location at Little Canada Transit Center.

The Dakota County Northern Service Center site is located on a parcel owned by Dakota County; an agreement with the County is anticipated for construction of this facility. The precise location for the layover and restroom facility will be determined through further coordination with Dakota County.

Little Canada Transit Center is located adjacent to a City of Little Canada-owned parcel containing a stormwater retention basin; future coordination with the City will determine whether an operator restroom facility can be accommodated at this site. It is anticipated that both operator restroom facilities will consist of a small standalone building that will connect to existing utilities from a street adjacent to the site.

E. Transit advantages

Analysis and stakeholder discussions will be conducted throughout the project to determine locations for the implementation of transit advantages along the corridor. These may include signal modifications (such as TSP), queue jump lanes, and bus-only lanes. Signals identified for TSP modifications will be adapted to accommodate the necessary TSP detector, firmware, equipment, and signal controller. Some existing signal controllers at intersections may already be compatible with new TSP equipment and may not require installation of a new signal controller.

F. Frequency of service

North of downtown Saint Paul, the G Line will run every 10-15 minutes, or approximately four to six buses per hour along Rice Street between Little Canada and downtown Saint Paul. Route 68 service on Jackson/L'Orient Street will be every 30 minutes or two buses per hour. Route 222 service along Rice Street and Hodgson Road north of Little Canada will be every 30 minutes or two buses per hour.

South of downtown Saint Paul, the G Line will run every 10-15 minutes, or approximately four to six buses per hour along Robert Street between downtown Saint Paul and Dakota County Northern Service Center. Route 68 service on Wabasha Street/Smith Avenue will be every 30 minutes service or two buses per hour.

G. Construction activities

Each station site will require sidewalk and/or lane demolition and excavation for preparation of right-of-way for construction activities along the corridor. Construction activities will generally be limited to platform locations and may include some additional activities performed as needed to adjust utilities and establish electrical/communications connectivity to stations.

Additionally, a fiber optic network will also be constructed as part of the Project to support connectivity of station technology elements. The fiber optic network will be constructed within the existing roadway right-of-way, and in the below-ground utility corridor along the proposed G Line corridor. The fiber optic conduit will be placed via directional boring, which will involve the excavation of small-bore pits at periodic intervals along the fiber optic route. The conduit will be installed approximately 36 inches beneath the surface.

4. Cultural Resources Studies

FTA is the lead federal agency responsible for consultation with the Minnesota SHPO to complete the Section 106 process. Mead & Hunt, Inc. (Mead & Hunt), as a consultant to Metro Transit, will complete the cultural resources survey in order to support Section 106 compliance. This survey project will be completed as outlined below. Emily Pettis of Mead & Hunt will serve as the overall Project Manager and the Principal Investigator for architecture/history. Jeremy L. Nienow, PhD of Nienow Cultural Consultants LLC (NCC) will serve as the Principal Investigator for archaeology. All other staff who may work on the cultural resources survey meet or exceed the Secretary of the Interior's Professional Qualifications Standards. All Section 106 documentation and recommendations by the consultant will be submitted to

FTA, and FTA will submit the findings and determinations with supporting documentation to SHPO for review, comment, and concurrence as part of Section 106 consultation.

A. Archaeological resources

(1) Archaeological APE

An appropriate APE for archaeology includes all areas of proposed construction activities or other potential ground-disturbing activities associated with construction. At each proposed station site, sidewalk and/or lane demolition and excavation will be required to prepare the right-of-way for construction activities. Construction operations will generally be limited to platform locations, with some additional activities performed, as needed, to adjust utilities and establish electrical/communication connectivity to stations. Fiber optic conduit will be placed via directional boring, which would involve the excavation of small-bore pits at periodic intervals along the fiber optic route; the location of these bore pits has yet to be determined, but all construction associated with the fiber optic line will occur within existing roadway right-of-way.

The recommended archaeological APE is based on the following considerations:

- The archaeological APE will include all areas of proposed BRT platforms and operator restroom construction as well as other potential ground-disturbing activities including utility (electrical, water, sanitary, fiber optic, etc.) connections.

- The archaeological APE will include all planned and optional platform locations.

- Paved areas and established right-of-way should not be considered automatically disturbed.

- As the exact location for fiber optic utility placement, including excavation locations for its installation, are not known, a 30-foot buffer along both sides of the right-of-way corridor will be used to sufficiently accommodate placement and installation.

- A buffer of 50 feet from the center of each proposed platform location will be used to sufficiently accommodate placement and installation.

- As the exact location and orientation of the operator restroom locations at each end of the route are not fully understood at this time, the entire parcel within which each is located will be used for its archaeological APE, with a focus on where and which utilities will be tied into each location.

(2) Archaeological literature review and assessment

An archaeological literature review and assessment will be conducted for the archaeological APE (maps of which are provided in Appendix D). The literature review will emphasize nearby completed archaeological work and archaeological sites, review previously completed project documentation such as environmental studies, and focus on potential subsurface features that could still be present within the

APE. The goal is to determine if archaeological survey is warranted, as outlined in the Minnesota SHPO *Archaeology Survey Manual* (2005).

Once the archaeological APE for the Project has been accepted by FTA and SHPO, review will begin by examining known archaeological sites within one mile of the project area to understand likely site types as well as previous survey efforts within the project APE. Review will be undertaken at the Office of the State Archaeologists (OSA) and SHPO, as they both contain different types and levels of archaeological documentation.

Beyond known archaeological sites and associated previous surveys, the following types of documentation will be part of the review process (where available):

- Existing utility maps
- Existing soil coring data
- Property plat maps and government land office maps (including Trygg maps)
- Historic atlases and bird's eye images
- Aerial and LiDAR imagery
- Fire insurance maps
- Demolition and construction permits
- Local histories with a focus on transportation and corridor development
- MnModel and other site predictive information

The results of the archaeological literature review and assessment will be submitted in a future project phase. Following completion of the literature review and assessment, regardless of the outcome, an unanticipated discoveries plan will be completed for archaeological resources.

B. Architectural history properties

(1) Architectural history APE rationale

The G Line will operate in existing traffic lanes along existing roadways. Curb extensions (bump-outs) and nine-inch curbs for near-level boarding are planned at many of the proposed stations, but street reconstruction is not planned for this project. Sidewalk and/or lane demolition and excavation will be required to prepare the right-of-way for construction activities along the G Line corridor. Stations will include new station facilities or enhanced passenger shelters and/or amenities. Construction activity will be primarily limited to the existing transportation right-of-way.

Passenger facilities associated with the Project (e.g., shelters, real-time signs, seating) will be located predominantly within the existing transportation right-of-way. However, Project facilities may be constructed in proximity to historic resources, which could result in visual changes to the setting of such resources. The downtown Saint Paul portion of the corridor lies in proximity to several historic properties including the Minnesota State Capitol, the Manhattan Building, the Pioneer and Endicott Midwest

Building, and the Robert Street Bridge. Historic resources along the corridor will be identified and evaluated as part of the Section 106 process, as will any Project-related effects on such resources.

The APE for architectural history properties will account for any direct effects (those that may be physical, auditory, atmospheric, or visual) and indirect effects (those caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable). The potential effects of the Project include temporary and permanent noise, vibration, traffic, and visual effects during construction and operation. Construction activities associated with the Project are expected to result in temporary effects common to civil construction activities. These include potential impacts such as noise, vibration, dust, and odors, as well as physical impacts associated with construction, such as the need for temporary easements, modifications to travel patterns (i.e., detours or closures), and considerations of drainage and erosion control.

Because construction will primarily be limited to the existing transportation right-of-way, direct physical effects to historic properties are generally not anticipated during the Project. However, direct physical effects may be possible if any platform locations are sited within a historic district. Noise and vibration associated with construction would mostly be limited to adjacent properties and would be temporary in nature for the duration of physical construction. Studies completed for similar BRT projects reveal that there will be no distinguishable permanent increases in noise or traffic resulting from operation of the Project. The existing corridor is a busy transportation corridor with bus service and the operation of a BRT line will not increase traffic. Furthermore, buses will not cause discernable vibration to properties adjacent to the right-of-way. The Project may result in permanent traffic impacts at specific sites, which may include changes in lane configuration, on-street parking availability, or off-street parking lot access. These impacts would be limited to properties immediately adjacent to the stations and are of a type unlikely to affect historic properties. Because the Project is proposed along an existing bus route, it is not anticipated to spur redevelopment and no other reasonably foreseeable indirect effects have been identified.

(2) Architectural history APE definition

Based on current G Line Project information, Mead & Hunt has defined the recommended architectural history APE for the Project (maps of which are provided in Appendix D). As discussed above, potential effects to historic properties are principally visual and related to the construction of the proposed stations and operator restroom facilities. The proposed changes resulting from the Project include:

- A new shelter replacing an existing shelter in the same location;
- A new shelter replacing an existing shelter, but in a new location, in which case the existing shelter would also be removed;
- A new shelter where no shelter existed previously;
- Operator restroom facilities on land with no current standing structures; or
- New small-scale BRT elements to enhance an existing shelter constructed for another project.

A fiber optic network will be constructed throughout the proposed G Line corridor in support of line operations. However, most alterations will take place underground and will not result in permanent above-ground changes to this corridor. As such, the utility corridor is not included in the recommended APE for architecture because it generally will not have the potential to impact aboveground historic properties. However, if any historic districts overlap with the APE for architectural history, potential effects of the utility corridor will be taken into account.

For the proposed stations along the G Line corridor, the recommended APE includes the extent of planned platform construction and those properties adjacent to the construction limits of each platform to account for potential visual effects to those properties. At most proposed stations, construction will primarily be limited to the station platform itself. The station platforms will typically measure approximately 60 feet in length by 11.5 feet in width and may include tie-ins to surrounding sidewalks and roadway. At most platform locations, construction activities will take place in the current roadway right-of-way. The proposed APE also addresses potential visual effects by including properties that have a direct view of an improved shelter, new shelter, platform bump-out, or pylon-type station marker. Areas considered to be within the architectural APE will include those properties within approximately 150 feet of each platform along the G Line alignment. This distance will consider the parcels immediately adjacent to platforms as well as those parcels that face the streets on which the platforms are located and some parcels on cross streets that may have views of the potential platforms. If there are vacant parcels within the APE, the APE will then extend to include the next standing structure that will have a view of the platform to ensure consideration of potential visual effects. The APE includes properties in the four quadrants of intersections where stations are proposed or the equivalent when stations are not at intersections.

As the APE concerns the Minnesota State Capitol grounds or other similarly large complexes, including the entire property boundary within the G Line Project APE is beyond the reasonable and good faith effort required by 36 CFR 800.4(b)(1) given the nature and extent of potential effects on historic properties. Therefore, the recommended APE includes standing structures within the Minnesota State Capitol grounds campus that fall within 150 feet of a proposed platform location.

C. Additional consulting parties

In addition to consulting parties such as the Minnesota SHPO, governments with jurisdiction, and American Indian Tribes, other interested parties may wish to participate in consultation under the Section 106 process. As the lead federal agency, FTA is responsible for contacting parties who may express interest in participating. Potential interested parties include, but are not limited to, the Minnesota Indian Affairs Council (MIAC), Heritage Preservation Commissions for those municipalities in the project area, or other organizations and institutions located along the G Line corridor. Potential consulting parties may include, but are not limited to, the following:

- Agencies
  - SHPO
  - MIAC

- Saint Paul
  - Historic Saint Paul
  - City of Saint Paul Heritage Preservation Commission
  - North End Neighborhood Organization
  - Frogtown Neighborhood Association
  - Capitol River Council
  - West Side Community Organization

- West Saint Paul
  - Lilly Lake Neighborhood Association

- Inver Grove Heights
  - No HPCs or specific neighborhood associations were identified during preparation of the compliance plan.

- Roseville
  - Roseville Historical Society
  - McCarrons Community Association

- Maplewood
  - Maplewood Heritage Preservation Commission

- Little Canada
  - Little Canada Historical Society

- Minnesota Tribal Nations
  - Bois Forte Band of Chippewa / Zagaakwaandagowininiwag
  - Fond du Lac Band of Lake Superior Chippewa / Nah-gah-chi-wa-nong
  - Grand Portage Band of Lake Superior Chippewa / Gichi-Onigaming
  - Leech Lake Band of Ojibwe / Gaa-zagaskwaabiganikaag
  - Lower Sioux Indian Community / Cansa'yapi
  - Mille Lacs Band of Ojibwe / Misi-zaaga'iganiing
  - Prairie Island Indian Community / Tinta Wita
  - Red Lake Nation / Miskwaagamiiwi-Zaagaiganing
  - Shakopee Mdewakanton Sioux Community / Bde Maya To
  - Upper Sioux Community / Pezihutazizi Oyate

- Tribal Nations with Interest in Ramsey and Dakota Counties
  - Cheyenne and Arapaho Tribes of Oklahoma
  - Flandreau Santee Sioux Tribe of South Dakota
  - Fort Belknap Indian Community of the Fort Belknap Reservation of Montana
  - Iowa Tribe of Kansas and Nebraska
  - Menominee Indian Tribe of Wisconsin
  - Santee Sioux Nation, Nebraska

D. Identification of historic properties

Under Section 106, historic properties include those that are listed in or determined eligible for listing in the National Register of Historic Places (National Register). To identify potential historic properties within the APE, Mead & Hunt will conduct a literature review and a Phase I (reconnaissance-level) architectural history survey of properties within the APE that meet the requirements for survey according to the *Secretary of the Interior's Standards for Identification* and SHPO's *Historic and Architectural Survey Manual* (2017). Properties that meet the criteria for survey are those that are 45 years of age or older. It is recommended to not reevaluate National Register-listed properties unless there has been a significant change in their integrity. If any Phase I properties are recommended potentially eligible for listing in the National Register, Mead & Hunt will then conduct a Phase II (intensive-level) survey and evaluation, as determined by FTA as the lead federal agency.

To initiate the literature review, Mead & Hunt will conduct a file search of the Minnesota Statewide Historic Inventory Portal (MnSHIP) database to identify previously documented and evaluated properties within the APE. We will review previously documented properties and previously completed architectural history surveys within the APE. For properties within the APE that meet the requirements for survey, Mead & Hunt will conduct a Phase I (reconnaissance-level) architectural history survey. While survey is being conducted, Mead & Hunt will assess the historic integrity of National Register-listed properties within the APE. Each previously determined eligible or National Register-listed property will be photographed, mapped, and recorded in table format, but will not be reevaluated in MnSHIP unless its integrity has been compromised. Mead & Hunt will adhere to the MnSHIP requirements for inventory form production for newly and previously surveyed properties. Properties within the APE that are less than 45 years of age will be recorded in table format and mapped, but will not be evaluated unless research indicates any potential for exceptional significance.

Following Phase I field survey, historical documentation, including but not limited to Sanborn Fire Insurance Company maps and historical aerial photographs, will also be reviewed to confirm construction dates and understand the land use history and development over time of each property. Each property that meets the criteria for survey will be evaluated for potential eligibility based on the four National Register criteria and existing historic contexts applicable to Saint Paul, West Saint Paul, Inver Grove Heights, Roseville, Maplewood, and Little Canada. Evaluation will also include assessment of the seven aspects of integrity for those properties determined to possess historic significance. Each property will be entered into the MnSHIP database and documentation is expected to include location information, architectural descriptions, brief narratives and statements of significance, assessments of integrity (for those properties possessing historic significance), recommendation of eligibility, photographs, and GIS mapping.

If any of the Phase I properties are recommended potentially eligible for listing in the National Register, Mead & Hunt will then complete Phase II (intensive-level) survey and evaluation of those properties. Field documentation will include detailed written descriptions and photographs. Property-specific research will be conducted at the respective cities, as well as the Ramsey County and/or Dakota County Historical Societies, to review original building permits or other pertinent documentation. Further research is expected to take place at the Saint Paul Public Library, Minnesota Historical Society, Historic Saint Paul,

Saint Paul Heritage Preservation Commission, Roseville Historical Society, Maplewood Heritage Preservation Commission, Little Canada Historical Society, Ramsey County Public Library, and/or University of Minnesota. Additionally, some properties may require the development of historic contexts to aid in the evaluation of subject properties.

The Phase I and II survey results will be presented in a single report meeting the requirements outlined in the SHPO *Historic and Architectural Survey Manual* (2017). The report will include an abstract, project methodology, historic context narratives, known historic properties, survey results, maps of the project location and APE, and recommendations of eligibility for each surveyed property. The report will be submitted to FTA for its review and determination. Mead & Hunt will address any comments and submit revised versions of the survey report to FTA. Inventory forms are expected to be reviewed by FTA via the MnSHIP application. Once FTA determines comments have been addressed, it will transmit the report, inventory forms (via MnSHIP), and any determinations to SHPO for review and concurrence. Following SHPO's review, Mead & Hunt will address any comments and prepare final versions of the report and inventory forms for submission.

E. Assessment of effects to historic properties

Mead & Hunt will provide an assessment of the potential effects resulting from the Project on historic properties within the APE. Based on the current understanding of project work, most potential effects on historic properties may be visual effects concerning the platform stations. The assessment of effects will summarize the historical significance of each property within the APE and analyze how the Project may or may not negatively impact each property's historic integrity and ability to convey its historic significance. The results of the study will be presented in a report for submittal to FTA for its consideration. Mead & Hunt will address any comments provided by FTA and submit a revised version of the report. FTA will make an assessment of effects and consult with SHPO regarding the findings to seek concurrence under 36 CFR 800.5. After SHPO's review, Mead & Hunt will address any comments and prepare a final version of the effects study for submission.

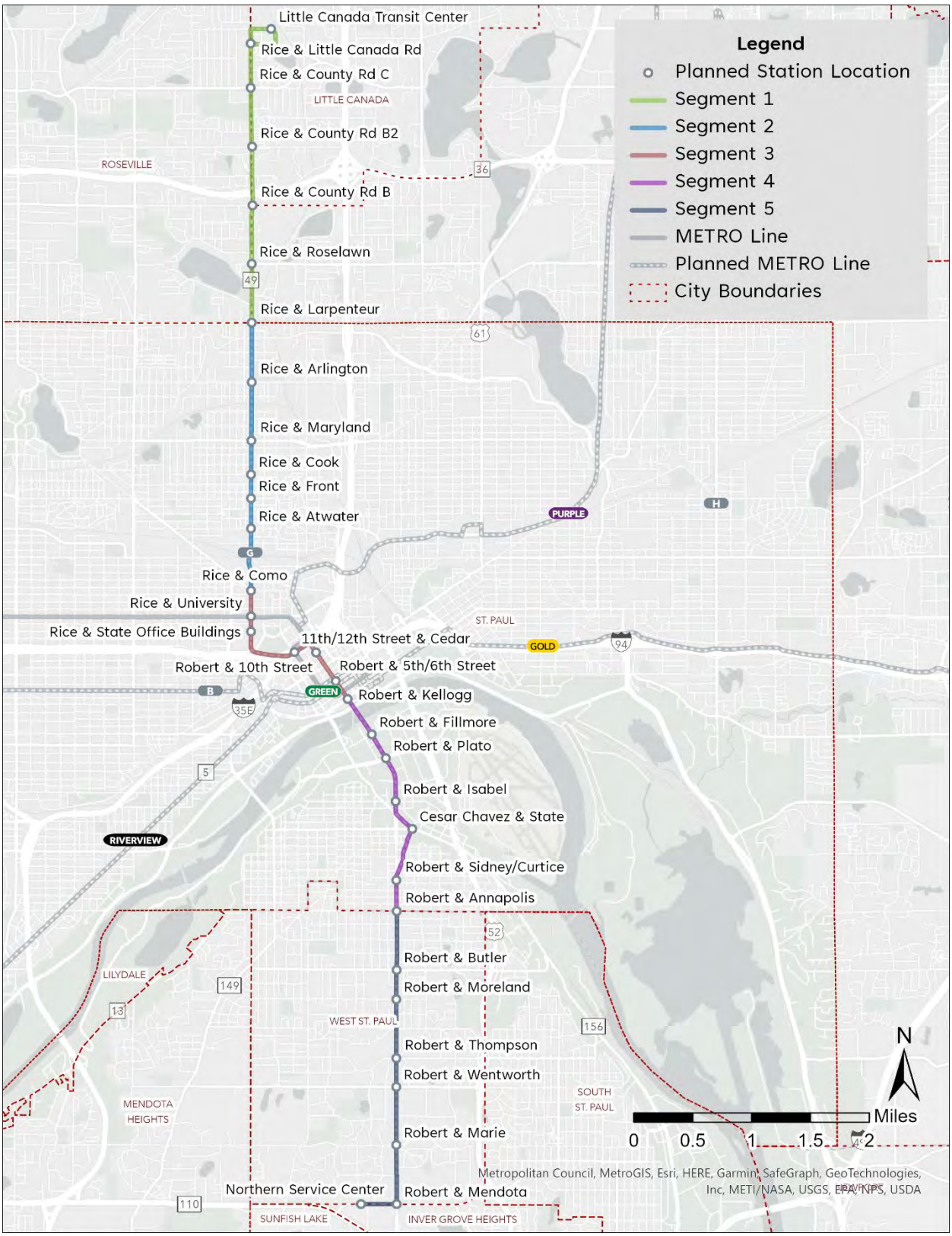
If the proposed work for the Project may result in significant impacts to the historic significance and/or integrity of historic properties, a Finding of Adverse Effect may result. Prior to recommending a Finding of Adverse Effect, Mead & Hunt will consult with Metro Transit as the project proponent regarding possible changes that could be made to the project design to avoid or minimize effects. If effects cannot be avoided and FTA makes a determination of Adverse Effect with SHPO concurrence, then Metro Transit, FTA, and SHPO will continue consultation in order to resolve or mitigate the adverse effects.

F. Resolution of adverse effects

If a Finding of Adverse Effect is made for any aspect of the Project, Mead & Hunt will assist Metro Transit and FTA in resolving the adverse effects under 36 CFR 800.6. If an Adverse Effect has been determined, Mead & Hunt will draft a Memorandum of Agreement (MOA) and identify potential mitigation measures in consultation with Metro Transit, FTA, and SHPO.

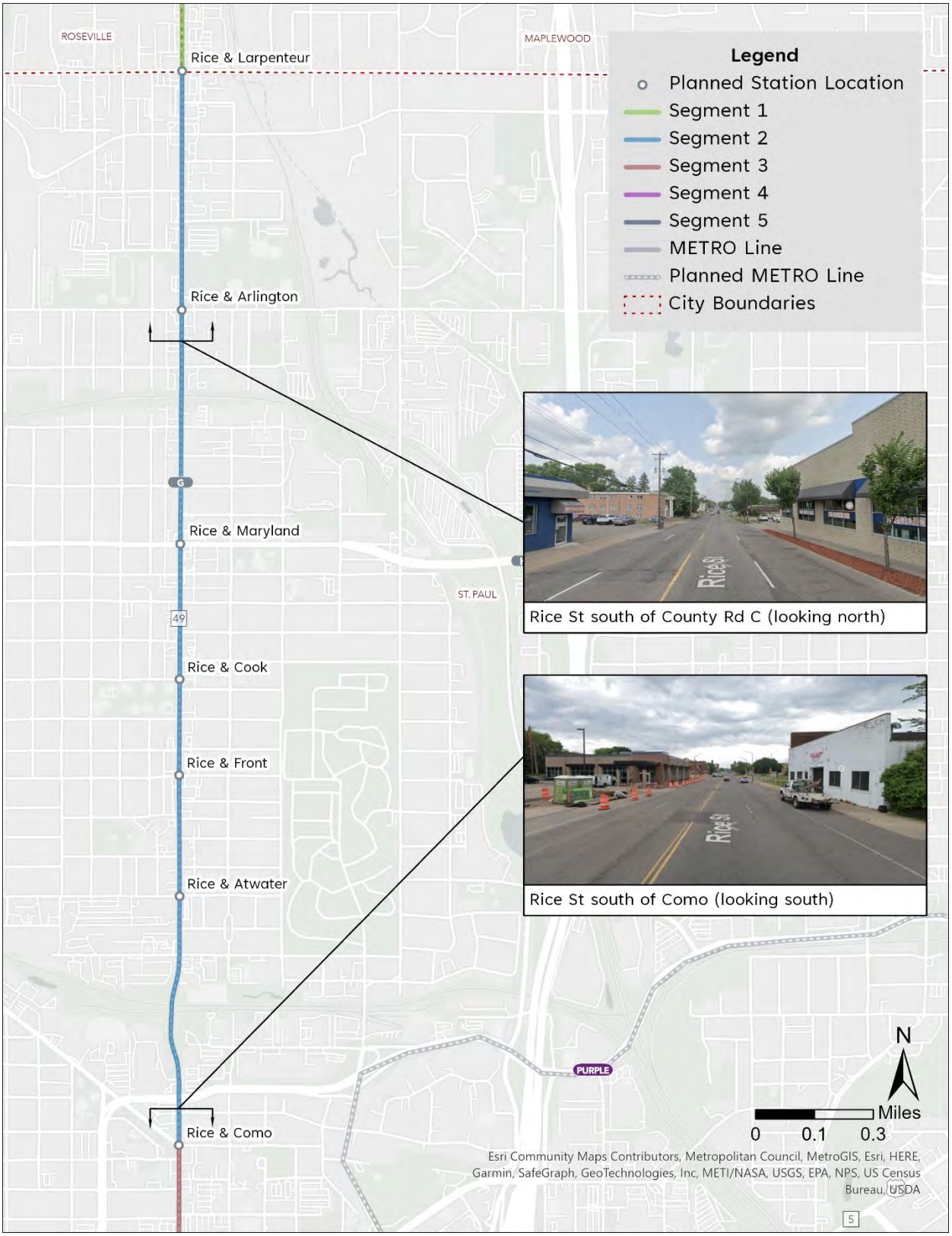
APPENDIX A. G Line Corridor Overview and Segment Maps (provided by Metro Transit)

G Line Project Corridor Overview

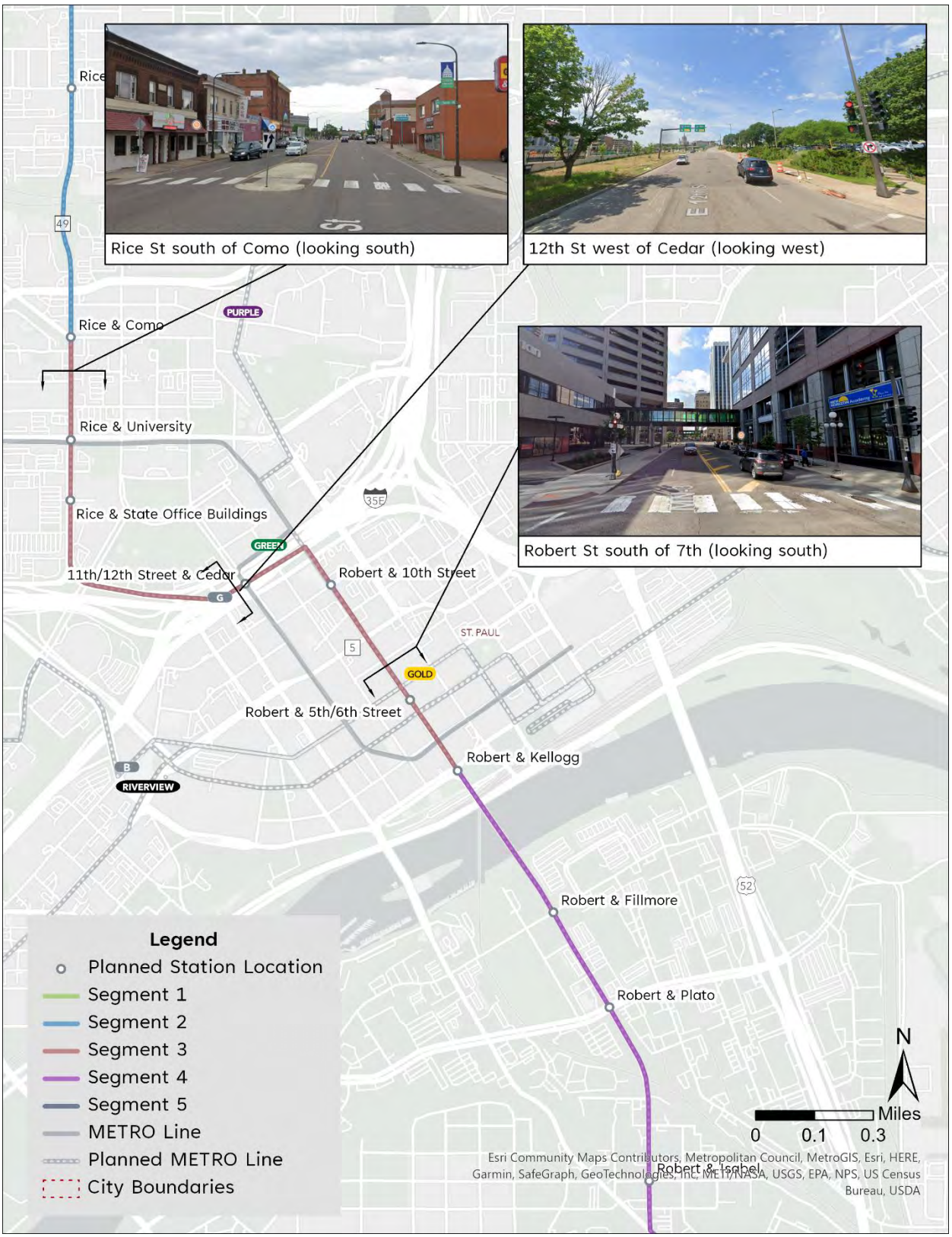


Segment 1 Detail

Segment 2 Detail



Segment 3 Detail



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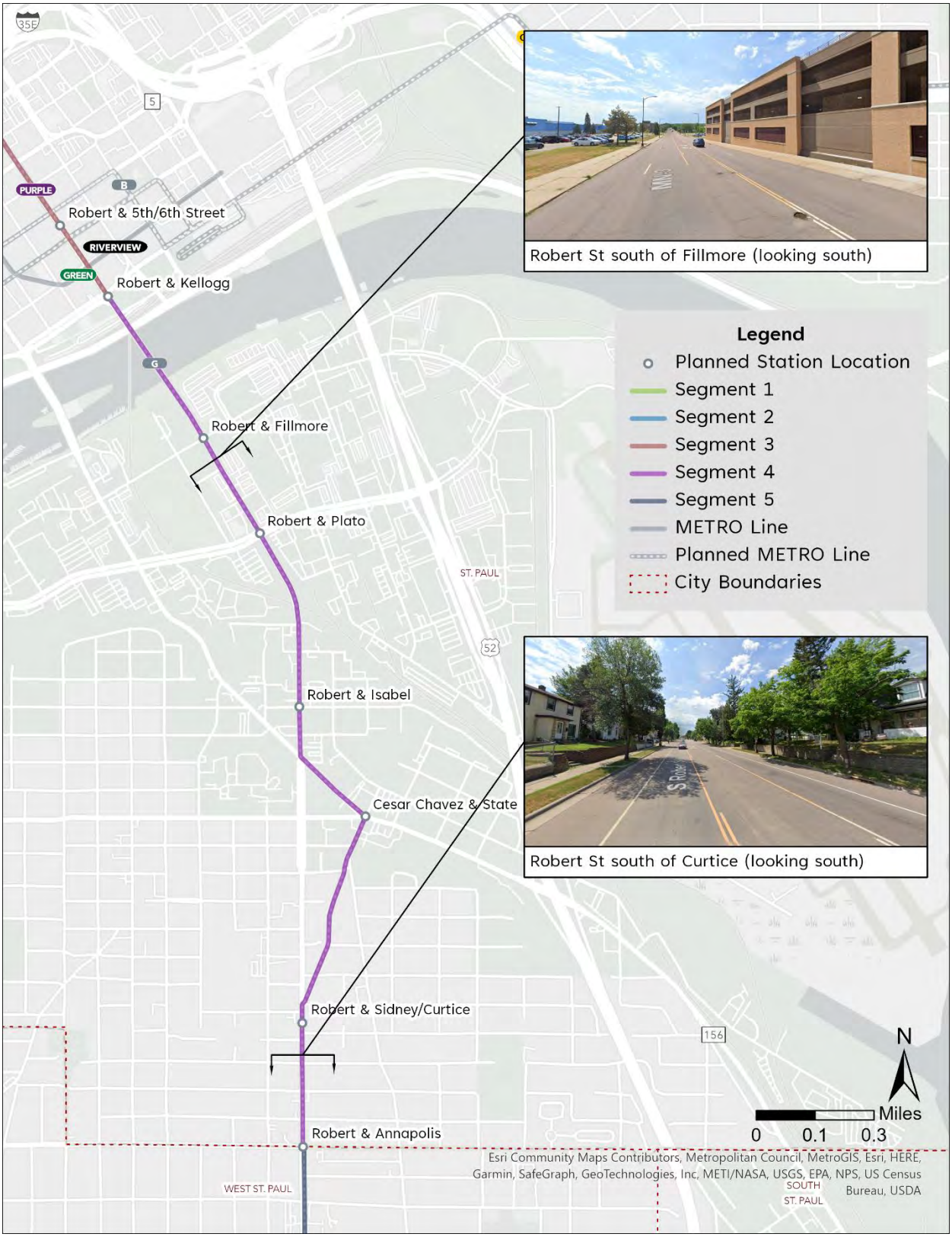


Segment 5 Detail

APPENDIX B. Coordinated Projects

Project	Project Scope	Lead	Planned Construction	Section 106 Approach
Rice Street: County Road B2 to South Owasso Boulevard	Mill and overlay or reconstruction of Rice Street	Ramsey County	2028	Curb, platform, shelter, pylon, and other BRT station amenities included in G Line Section 106 analysis.
Rice Street: County Road B to Wheelock Parkway	Mill and overlay or reconstruction of Rice Street	Ramsey County	2027	Curb, platform, shelter, pylon, and other BRT station amenities included in G Line Section 106 analysis.
Rice Street Visioning	Reconstruction of Rice Street from Wheelock Parkway to Pennsylvania Avenue	Ramsey County	2024 - 2026	Bus stops and curbline changes included in project inform G Line station locations. Shelter, pylon, and other BRT station amenities included in G Line Section 106 analysis.
Rice Street Capitol Area Redesign	Reconstruction of Rice Street from Pennsylvania Avenue to John Ireland Boulevard	TBD	2027 (at the earliest)	Curbline and street network changes included in project inform G Line station design. Shelter, pylon, and other BRT station amenities included in G Line Section 106 analysis.
Robert Street Downtown	Reconstruction of Robert Street between 11th Street and Kellogg Boulevard	City of Saint Paul	2025 - 2026	Bus stops and curbline changes included in project inform G Line station locations. Shelter, pylon, and other BRT station amenities included in G Line Section 106 analysis.
Robert Street South	Mill and overlay or reconstruction of Robert Street between Fillmore and Annapolis	MnDOT	2027 - 2028	Bus stops and curbline changes included in project inform G Line station locations. Shelter, pylon, and other BRT station amenities included in G Line Section 106 analysis.

APPENDIX C. Station Examples

What will stations look like?

METRO

A **Pylon markers** help riders identify stations from a distance.

B **Real-time NexTrip signs** provide bus information, and on-demand **annunciators** speak this information for people with low vision.

C **Shelters** provide weather protection and feature push-button, on-demand **heaters** and shelter **lighting**. Shelter sizes will vary based on customer demand (small shown here).

D **Ticket machines** and **fare card readers** collect all payment before customers board the bus.

E **Emergency telephones** provide a direct connection to Metro Transit police. Stations also feature **security cameras**.

F Stations feature **trash and recycling** containers.

G Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.

H **Platform areas** are distinguished by a dark gray concrete pattern.

I **Benches** at stations provide a place to sit.

J Most stations have **bike parking.**

At some stations, **railings** separate the platform from the sidewalk.

Some stations have pedestrian-scale **light fixtures** to provide a safe, well-lit environment.

Example stations provided by Metro Transit.

Typical BRT station with two directional platforms.

Typical BRT large shelter.

Typical BRT medium shelter.

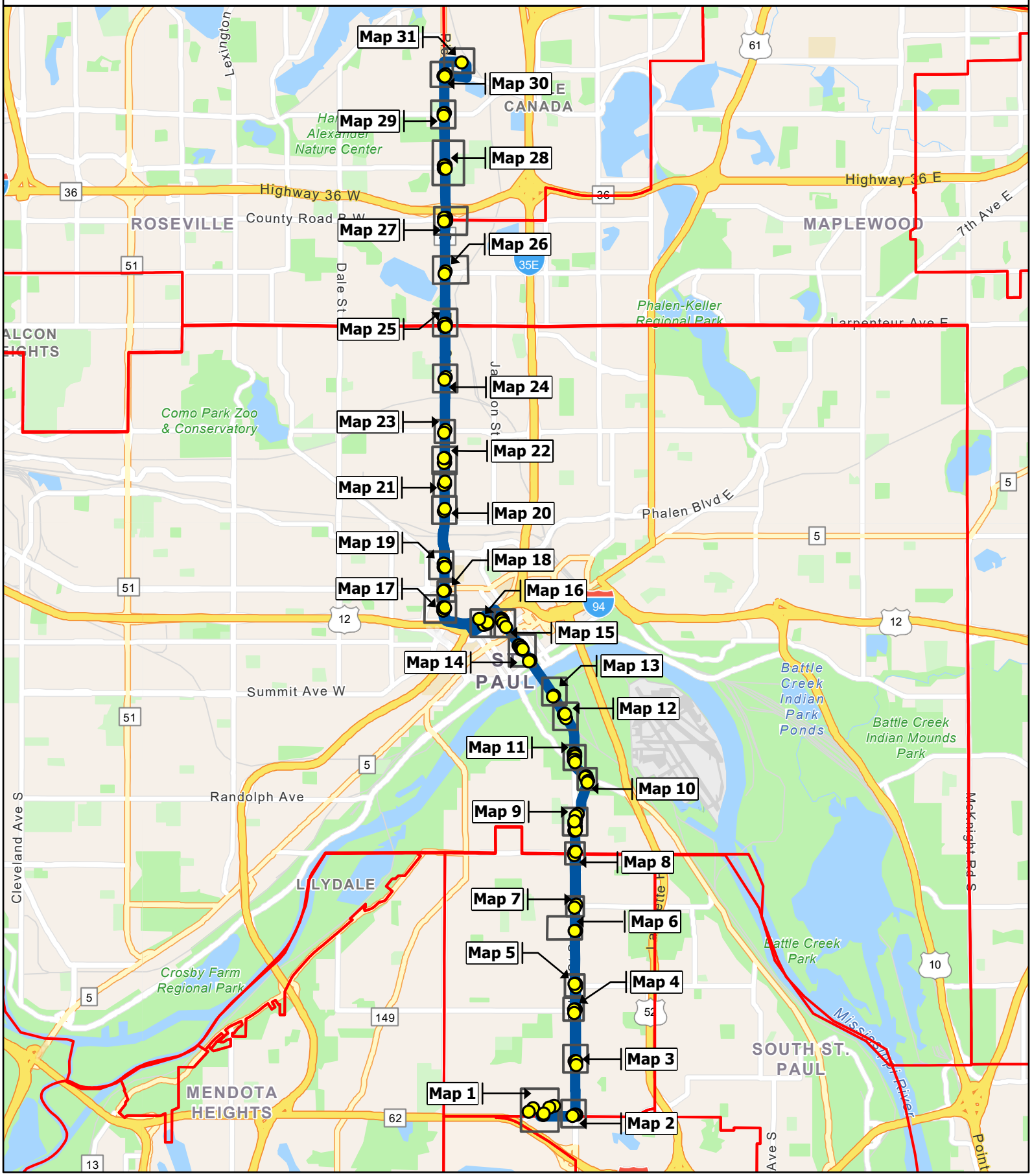
Typical BRT small shelter.

APPENDIX D. Recommended Area of Potential Effects

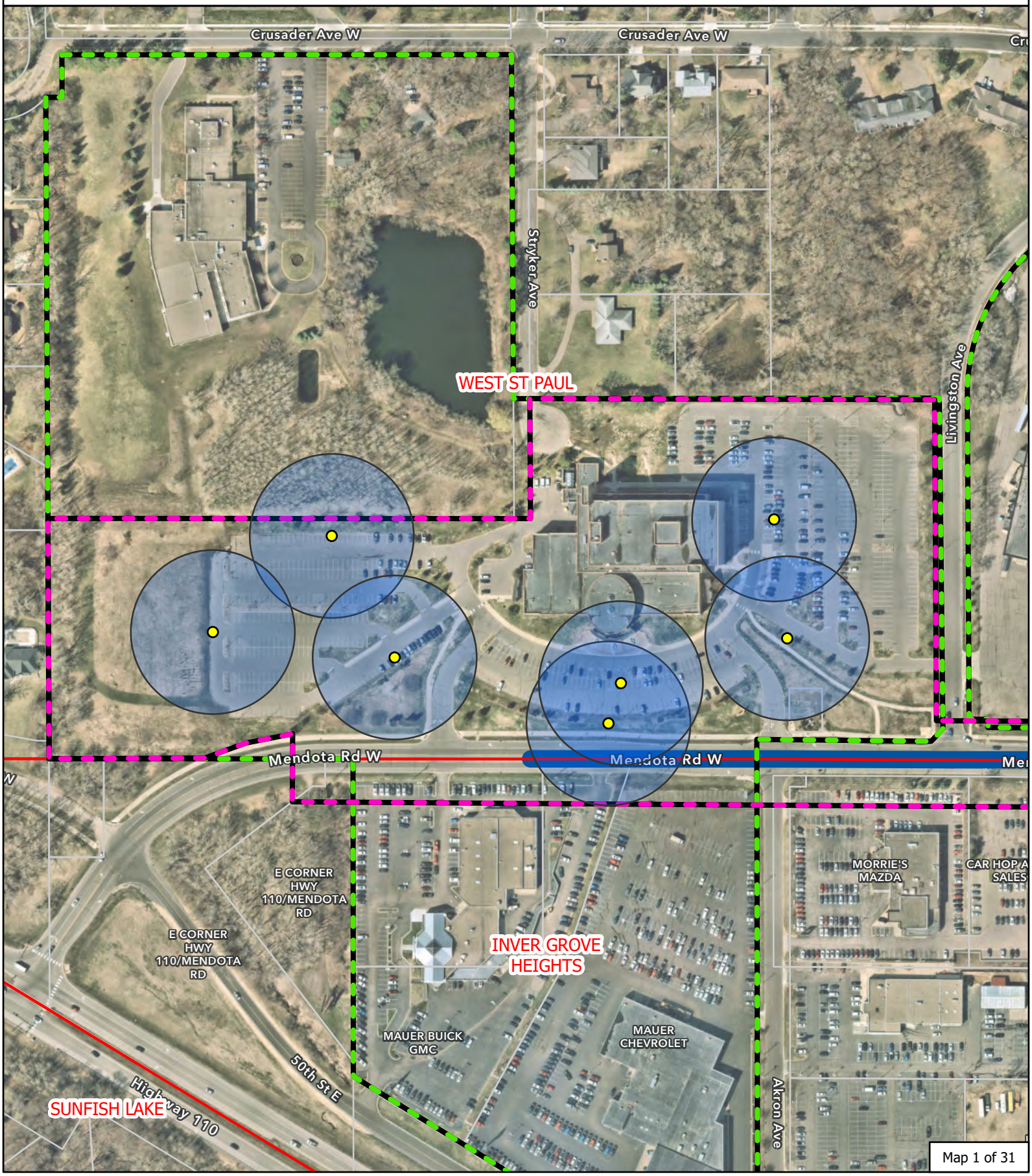
G Line Bus Rapid Transit Project - Section 106 Compliance Plan

- G Line Platforms
- G Line Alignment
- Municipal Boundaries

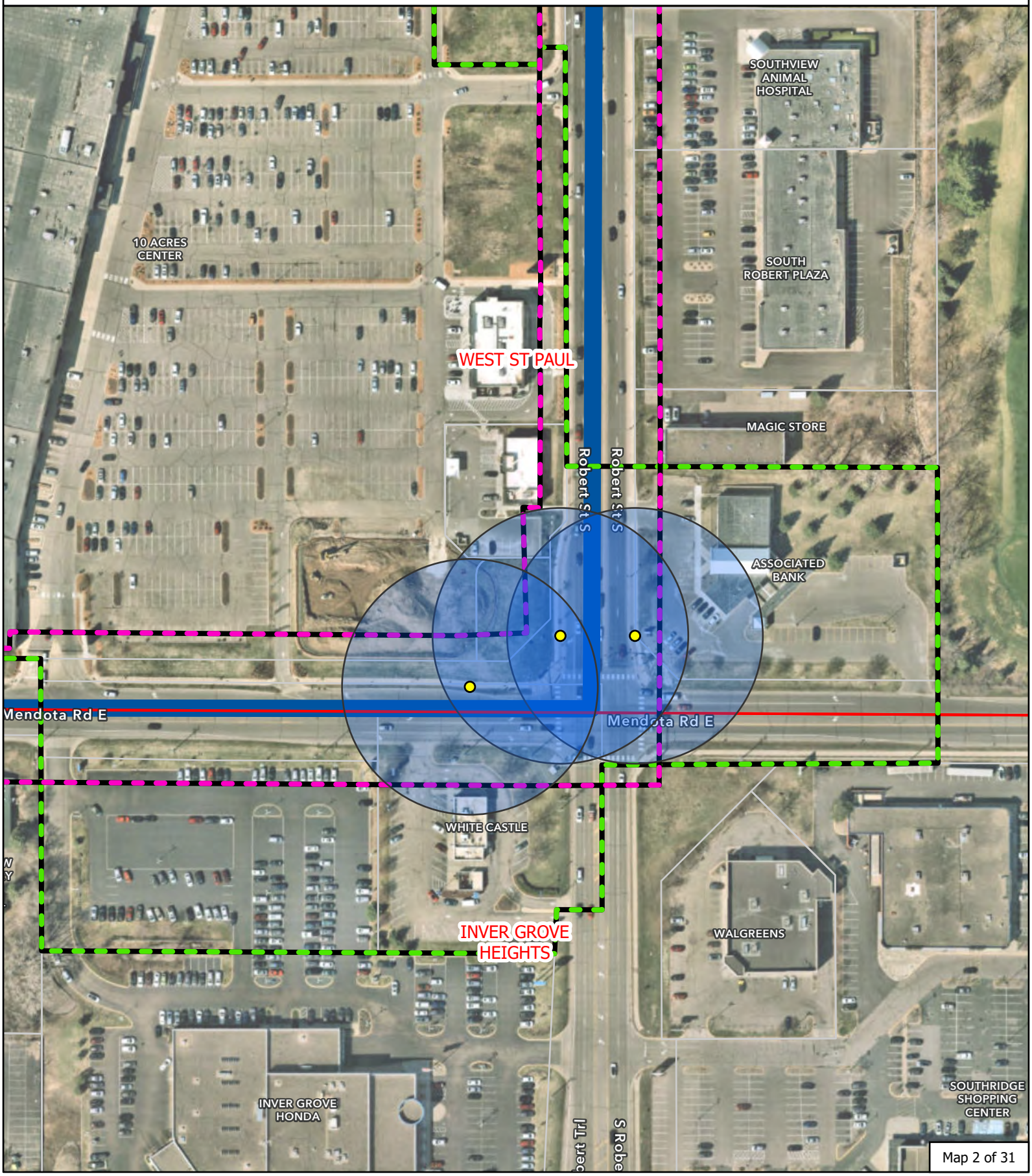
0 3,000 6,000 12,000 Feet



G Line Bus Rapid Transit Project - Section 106 Compliance Plan



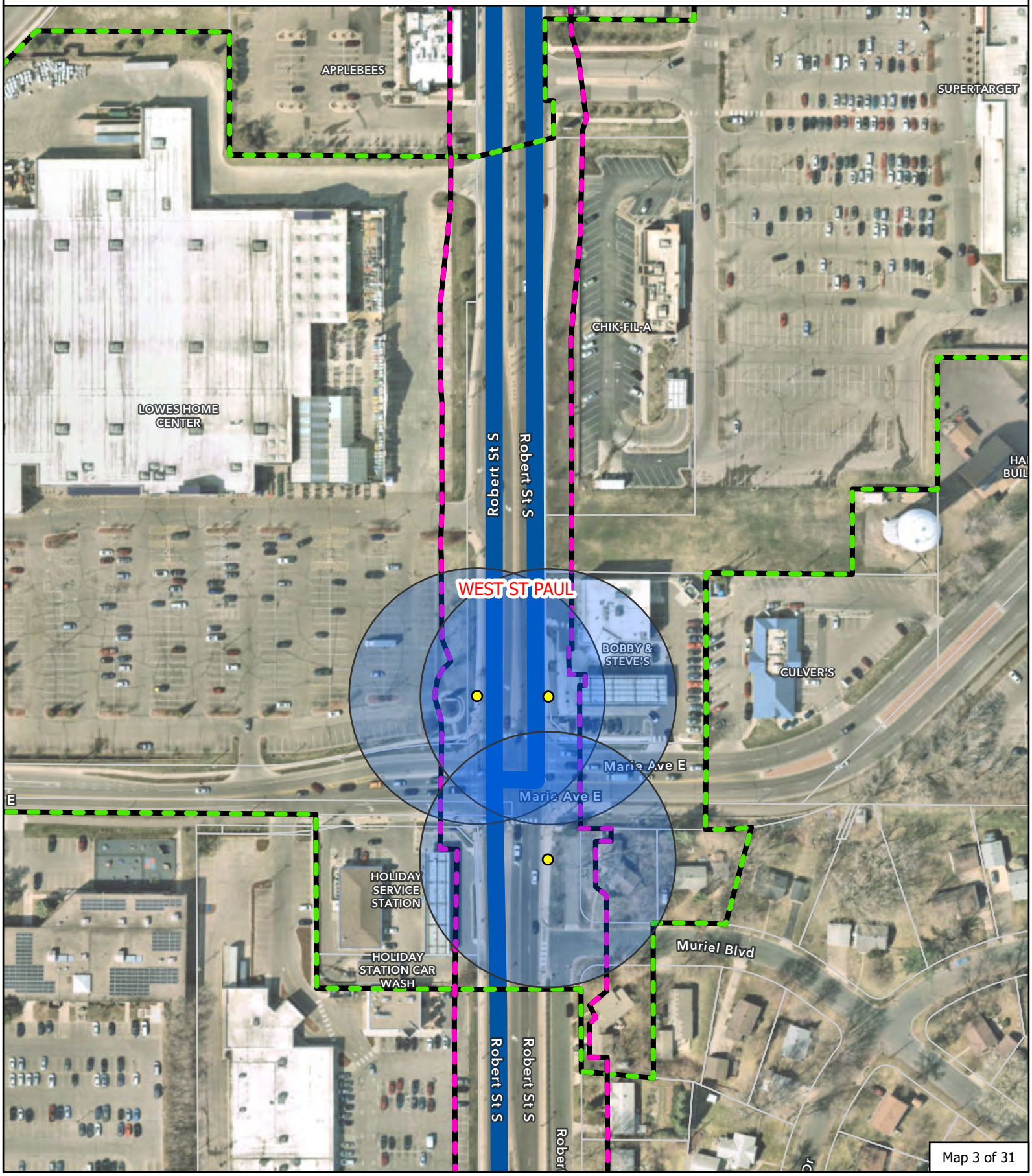
G Line Bus Rapid Transit Project - Section 106 Compliance Plan



G Line Bus Rapid Transit Project - Section 106 Compliance Plan

- G Line Platforms
- G Line Alignment
- 150' Buffer
- Parcels
- Archaeology APE
- Architectural History APE
- Municipal Boundaries

0 80 160 320 Feet



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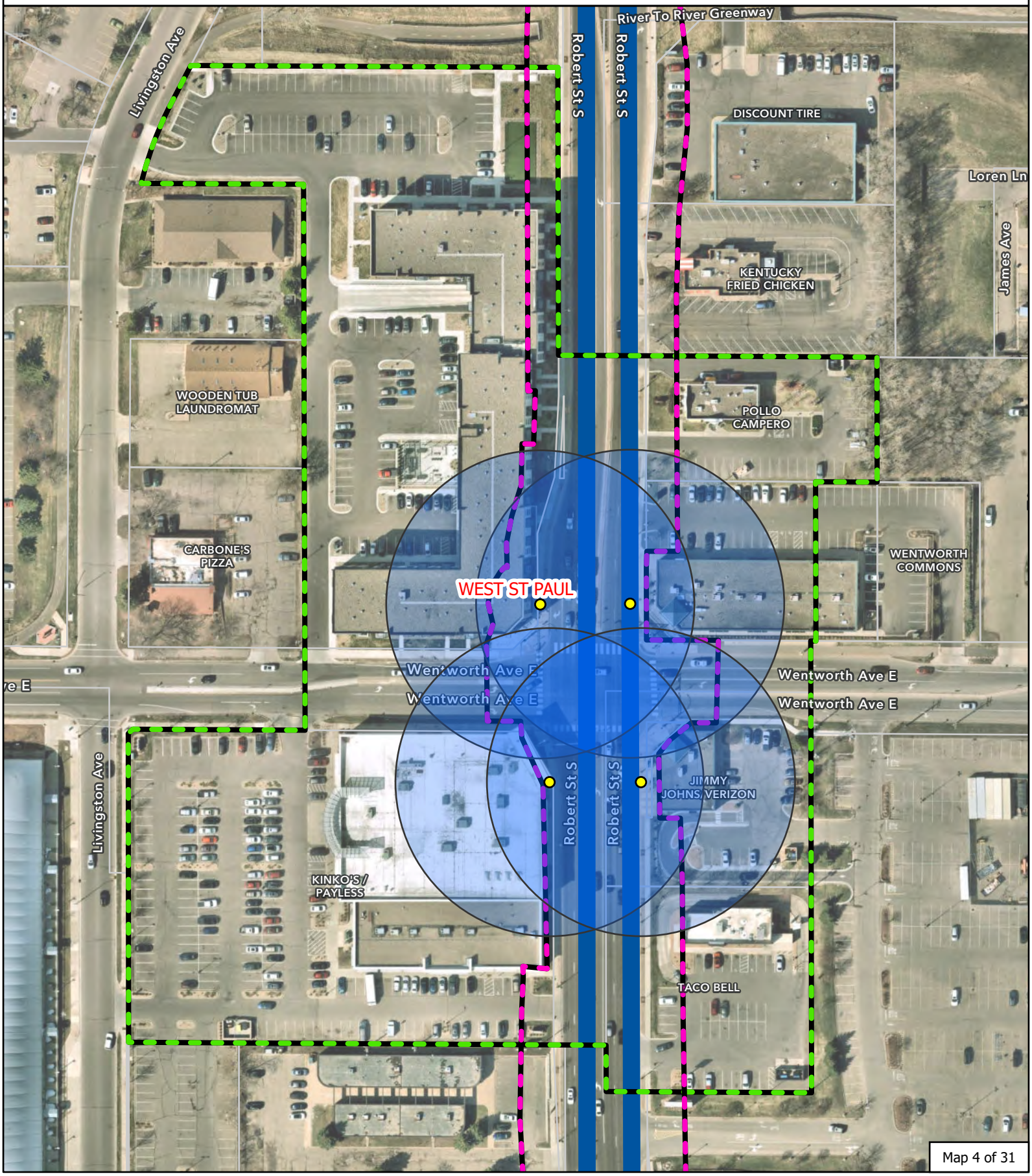

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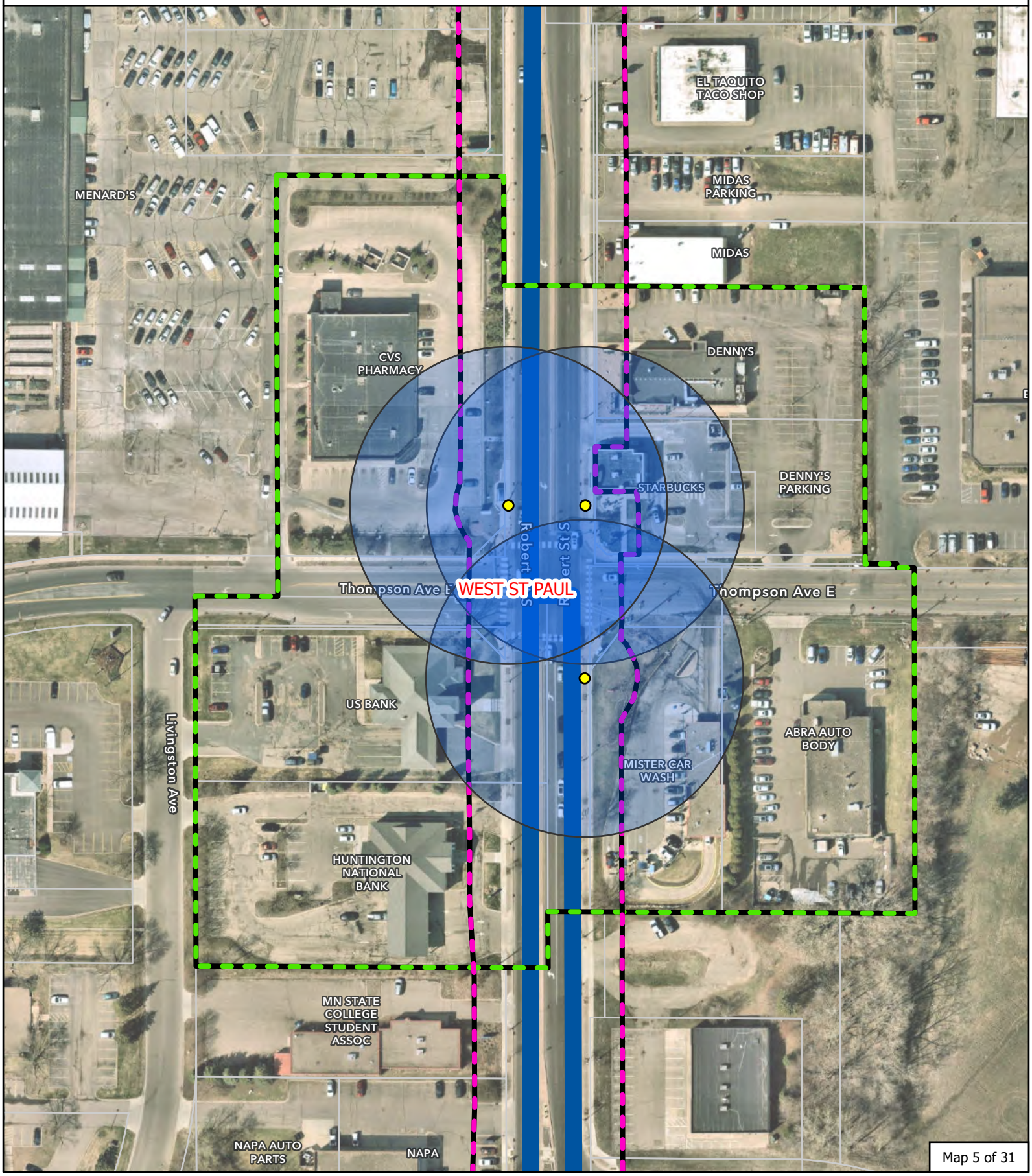
0 65 130 260 Feet



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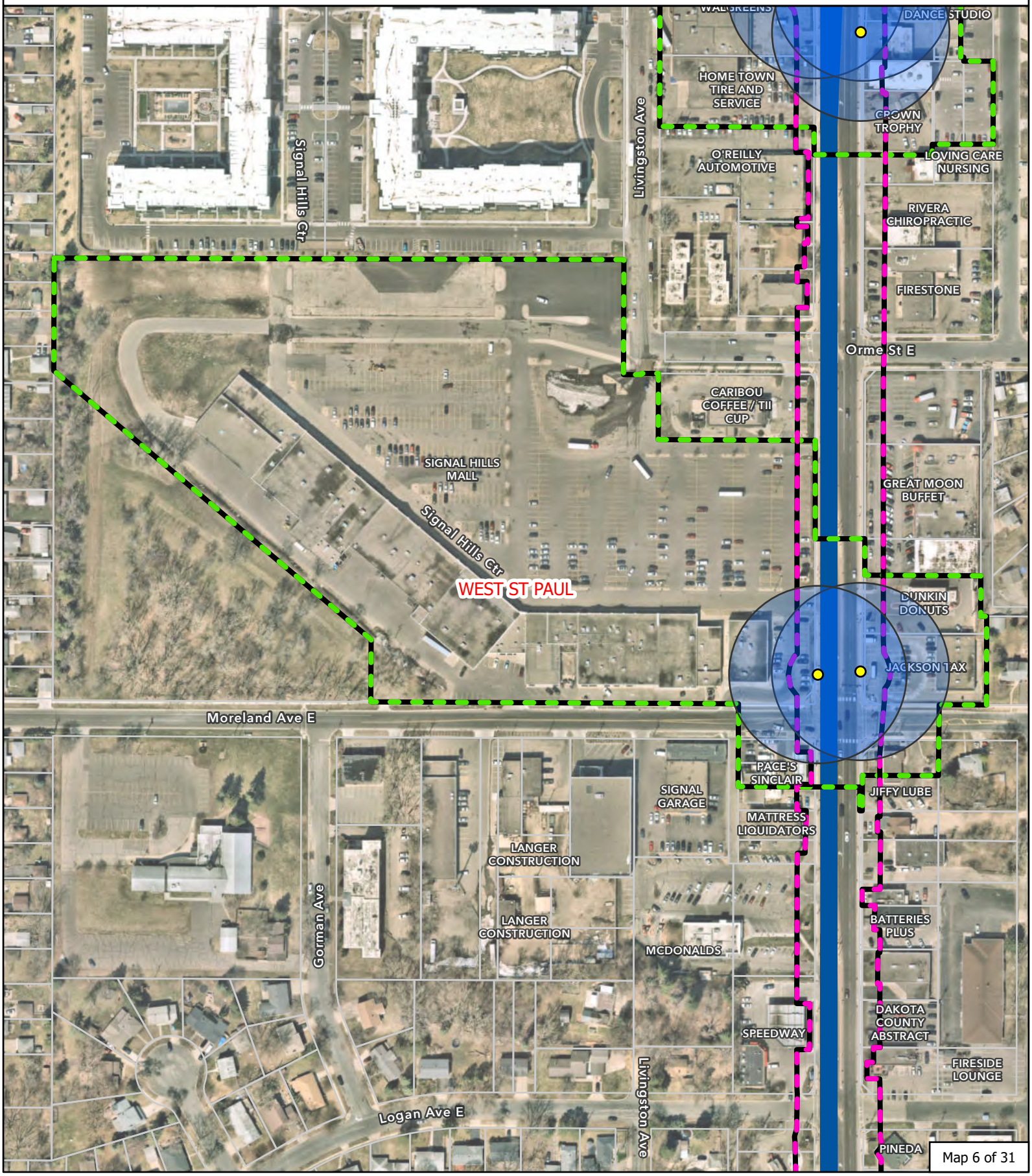
0 115 230 460 Feet



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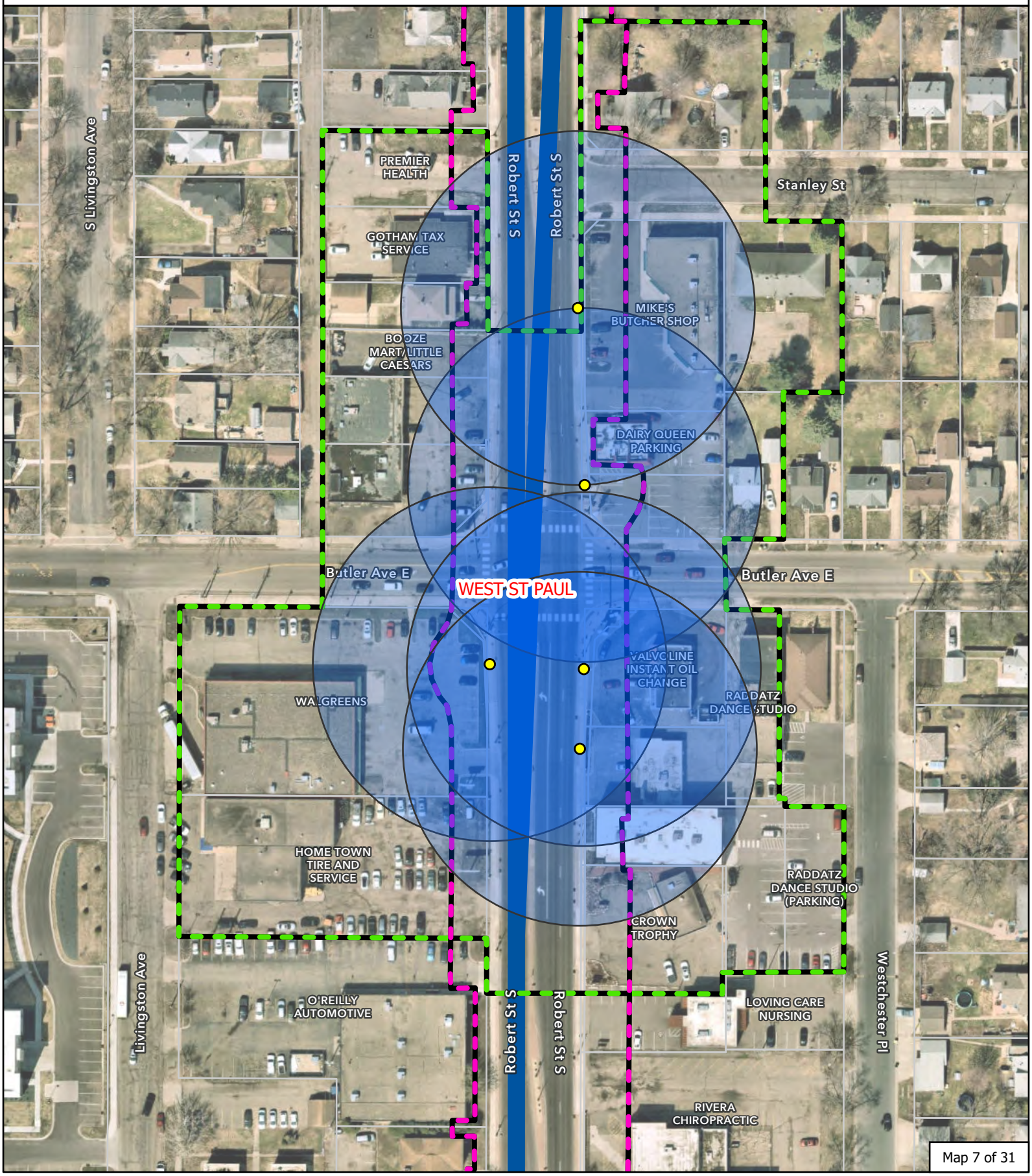

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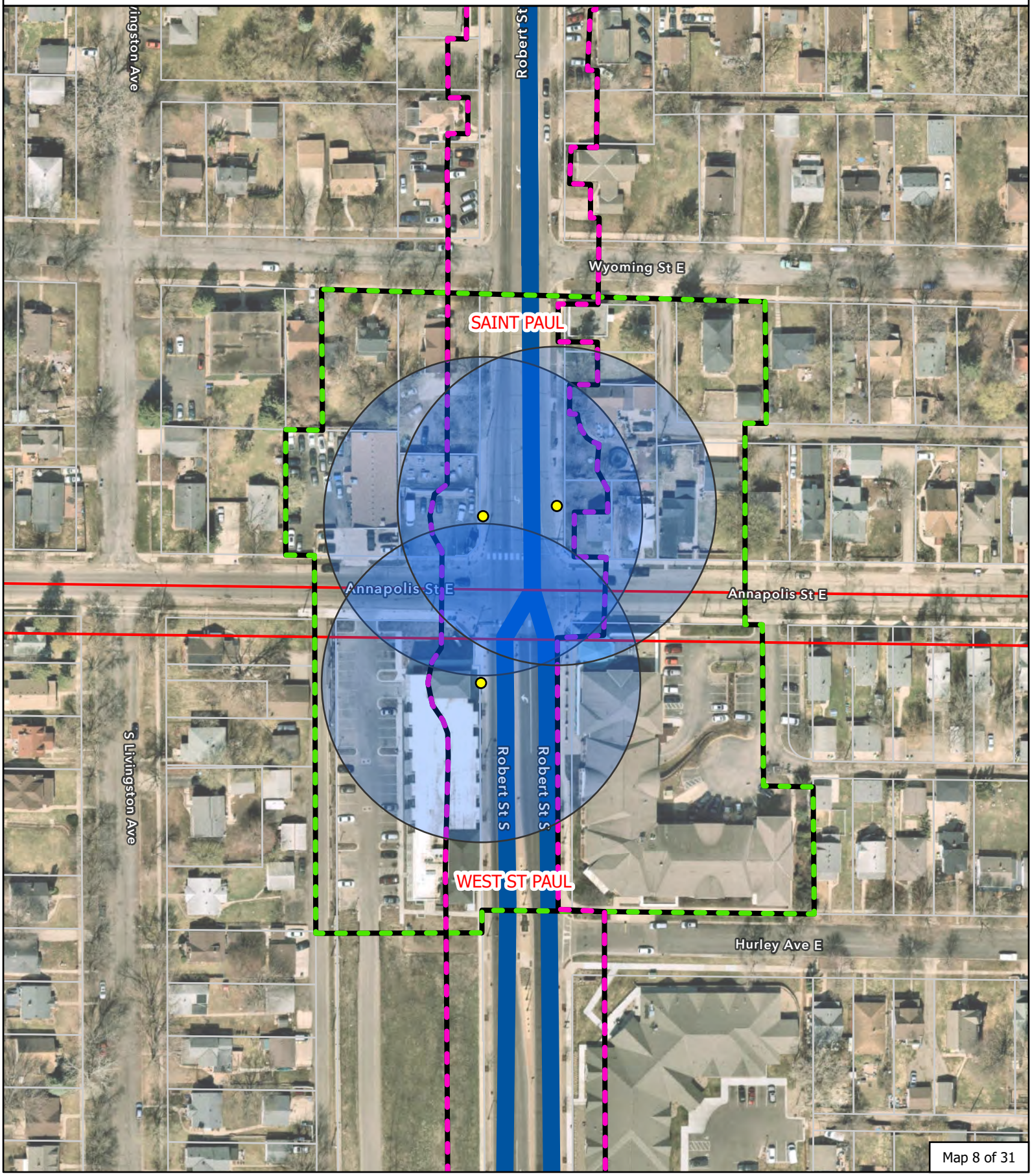

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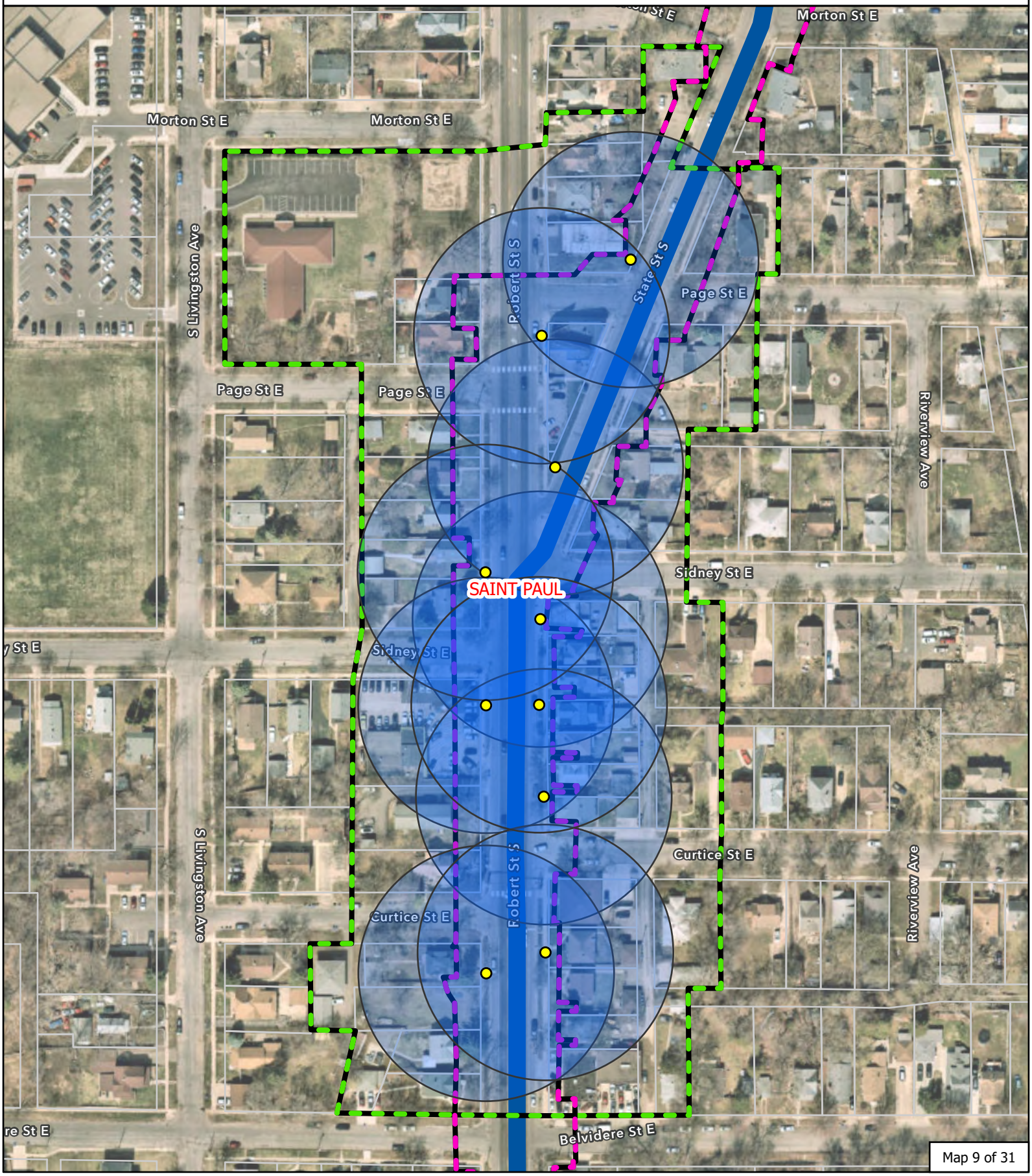

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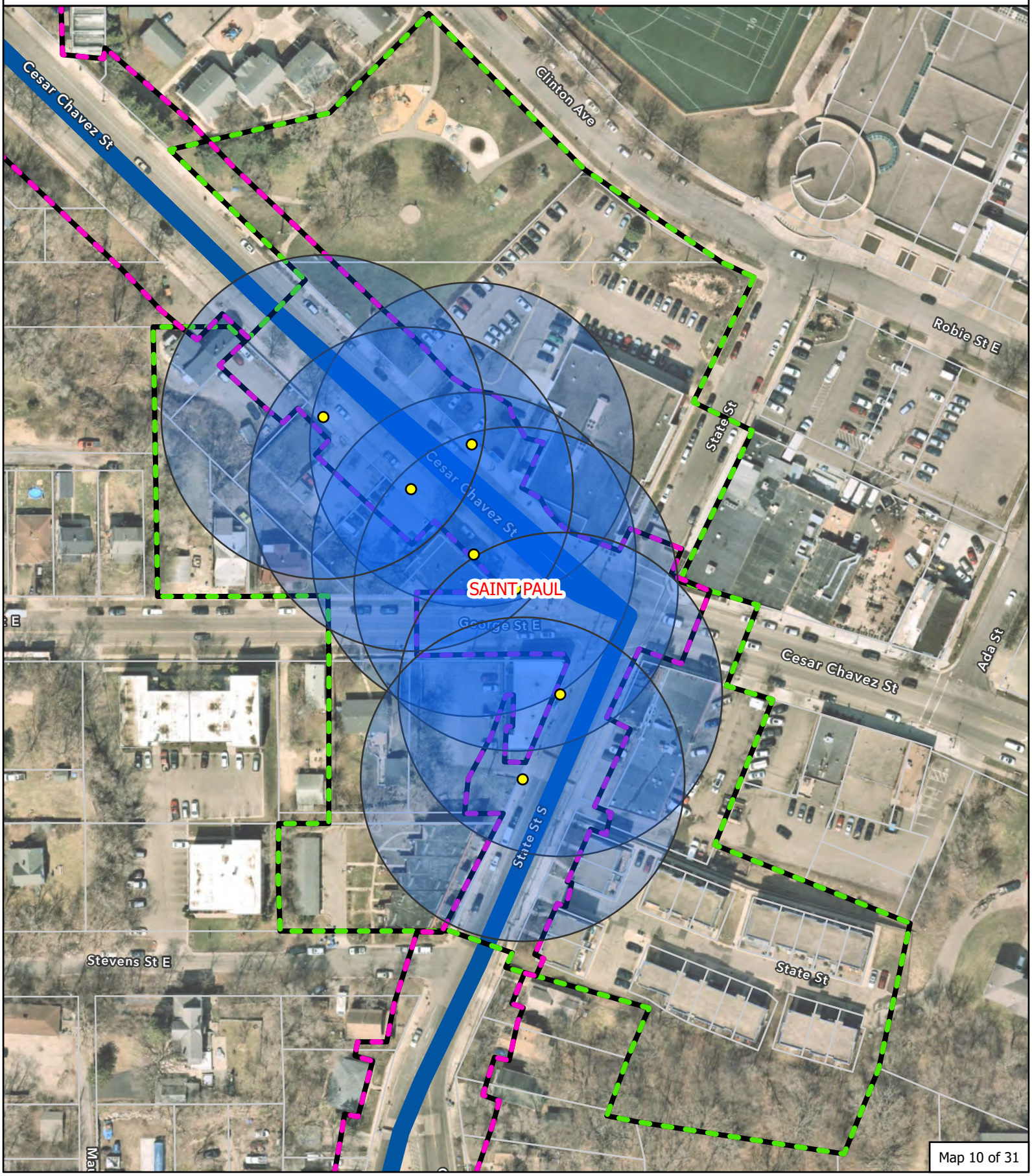

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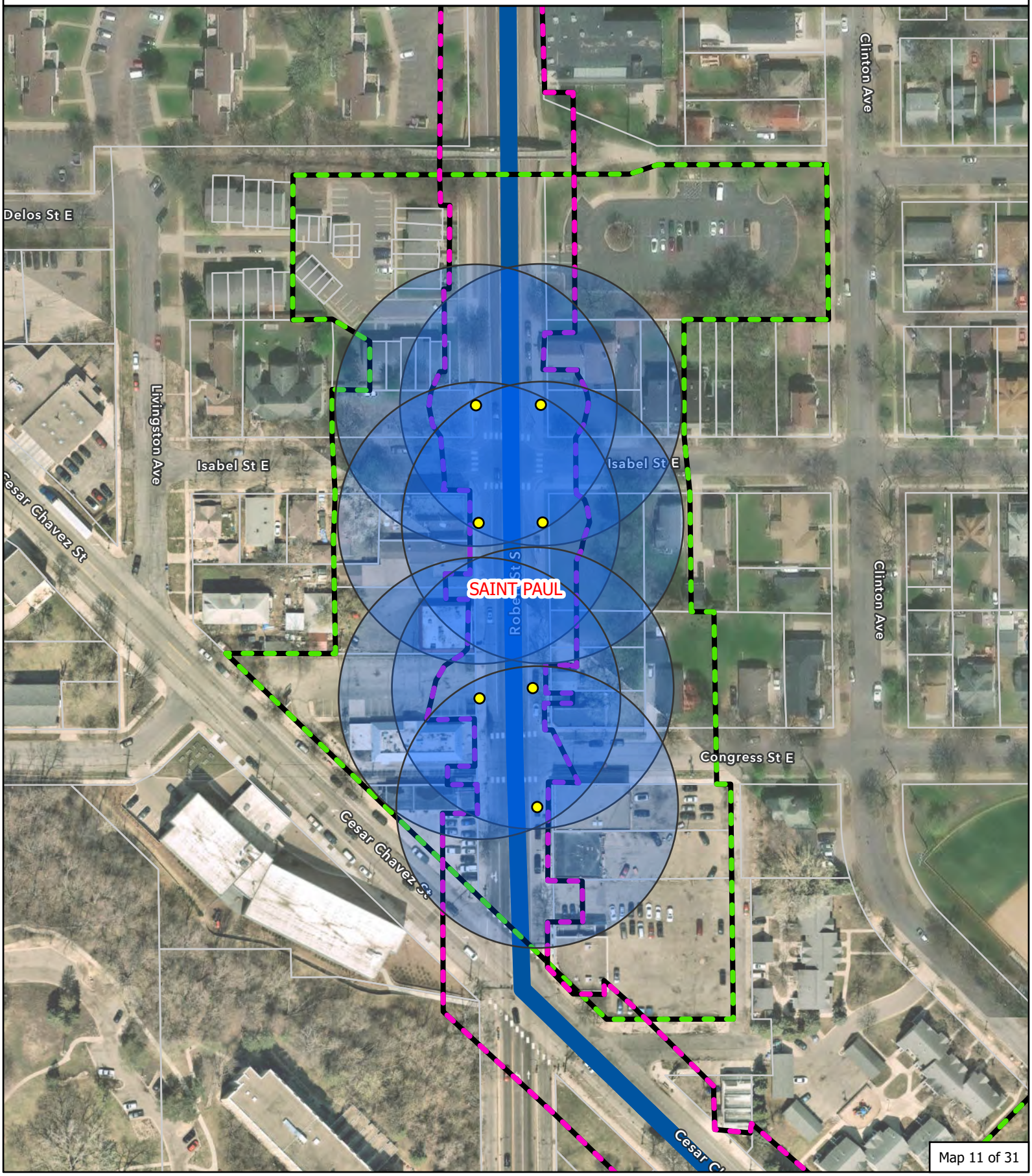

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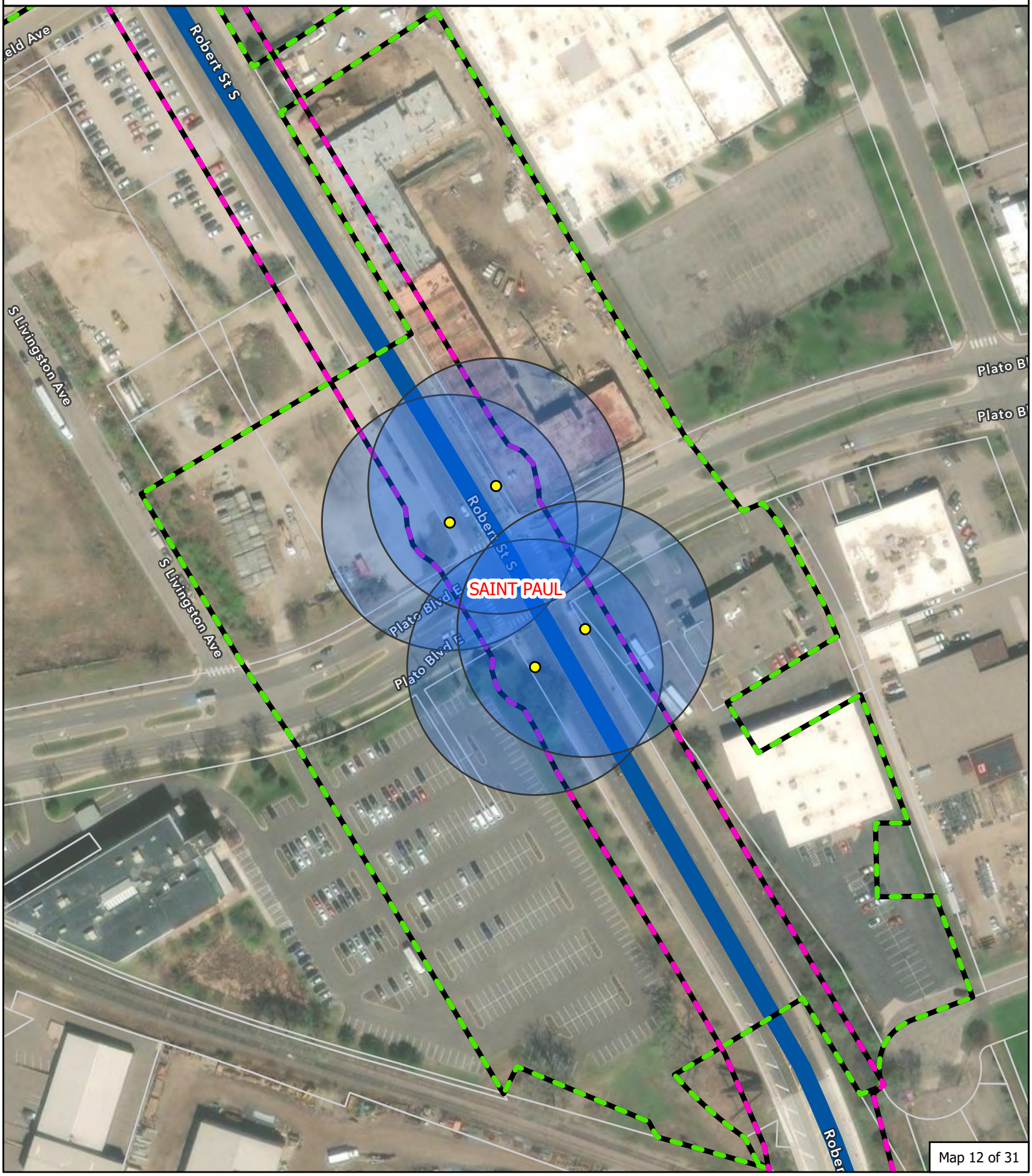
0 80 160 320 Feet



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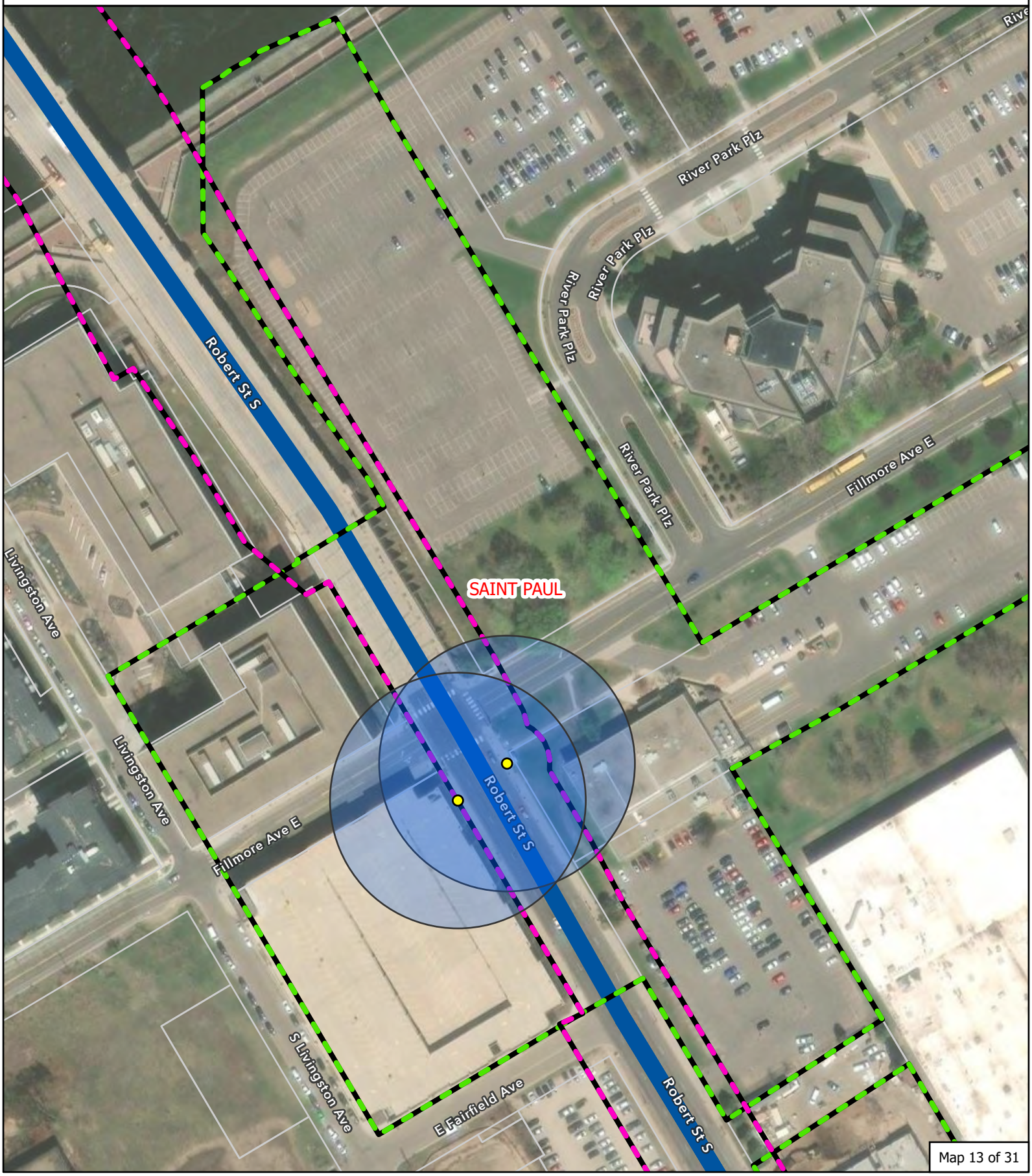

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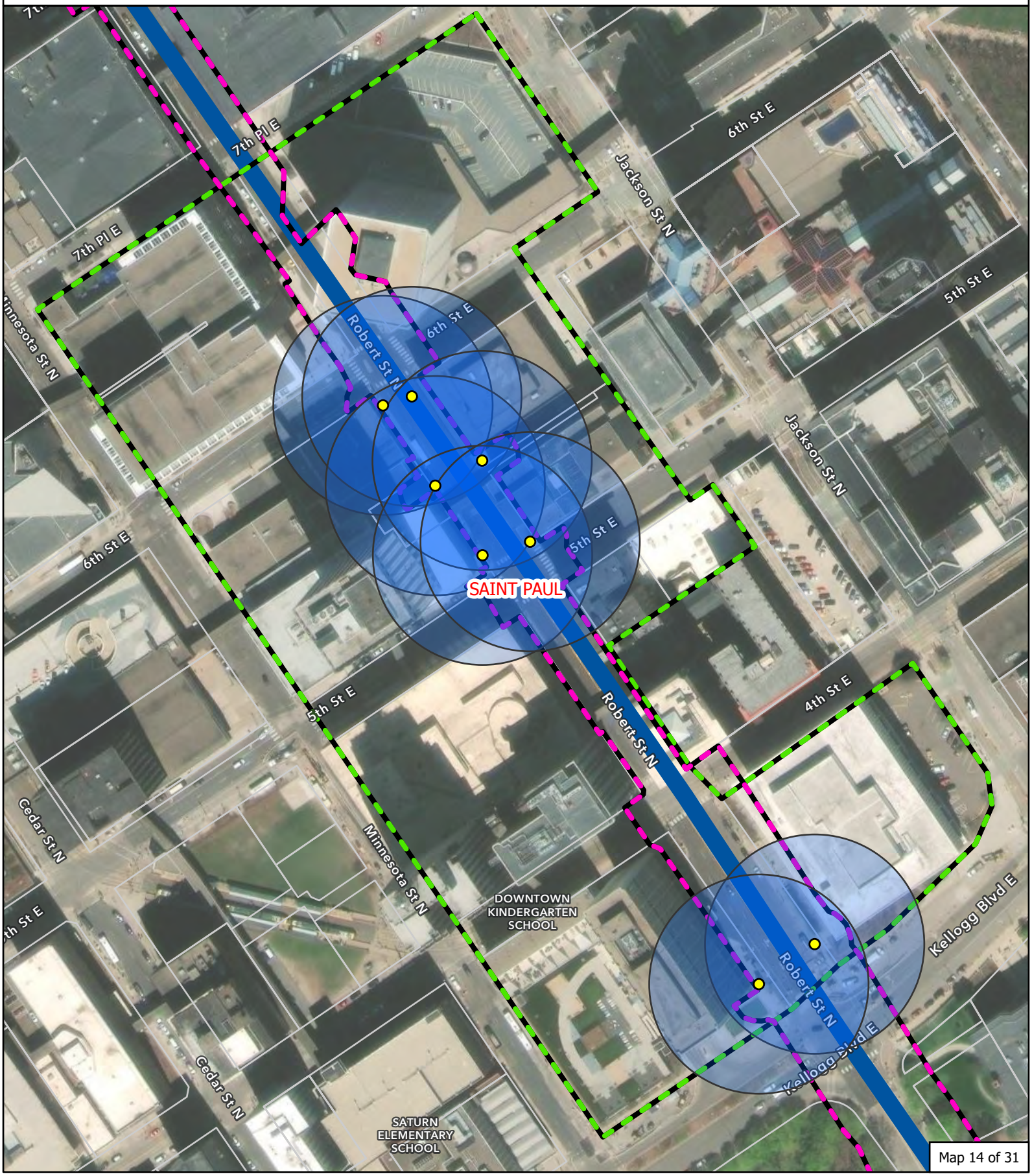

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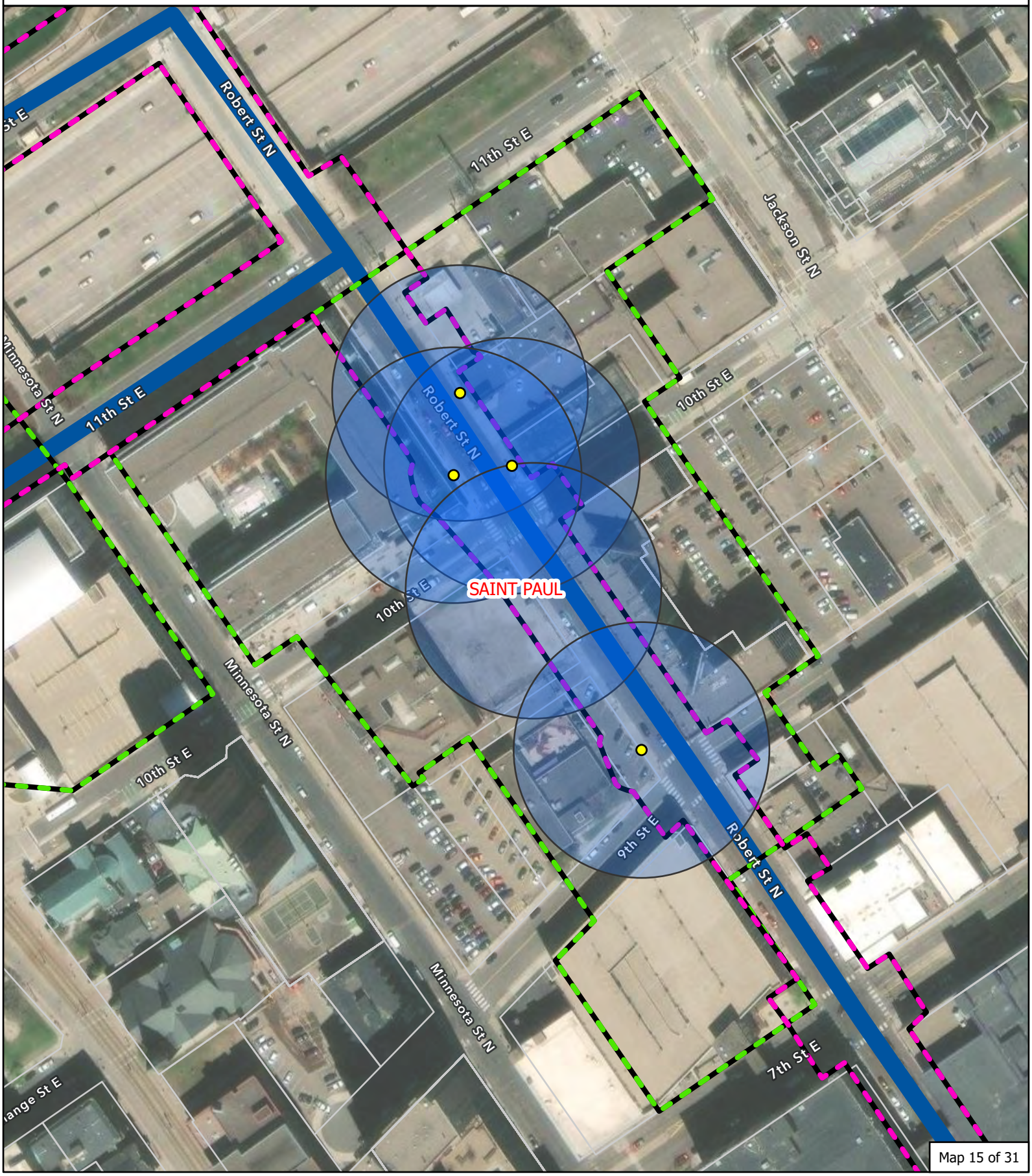

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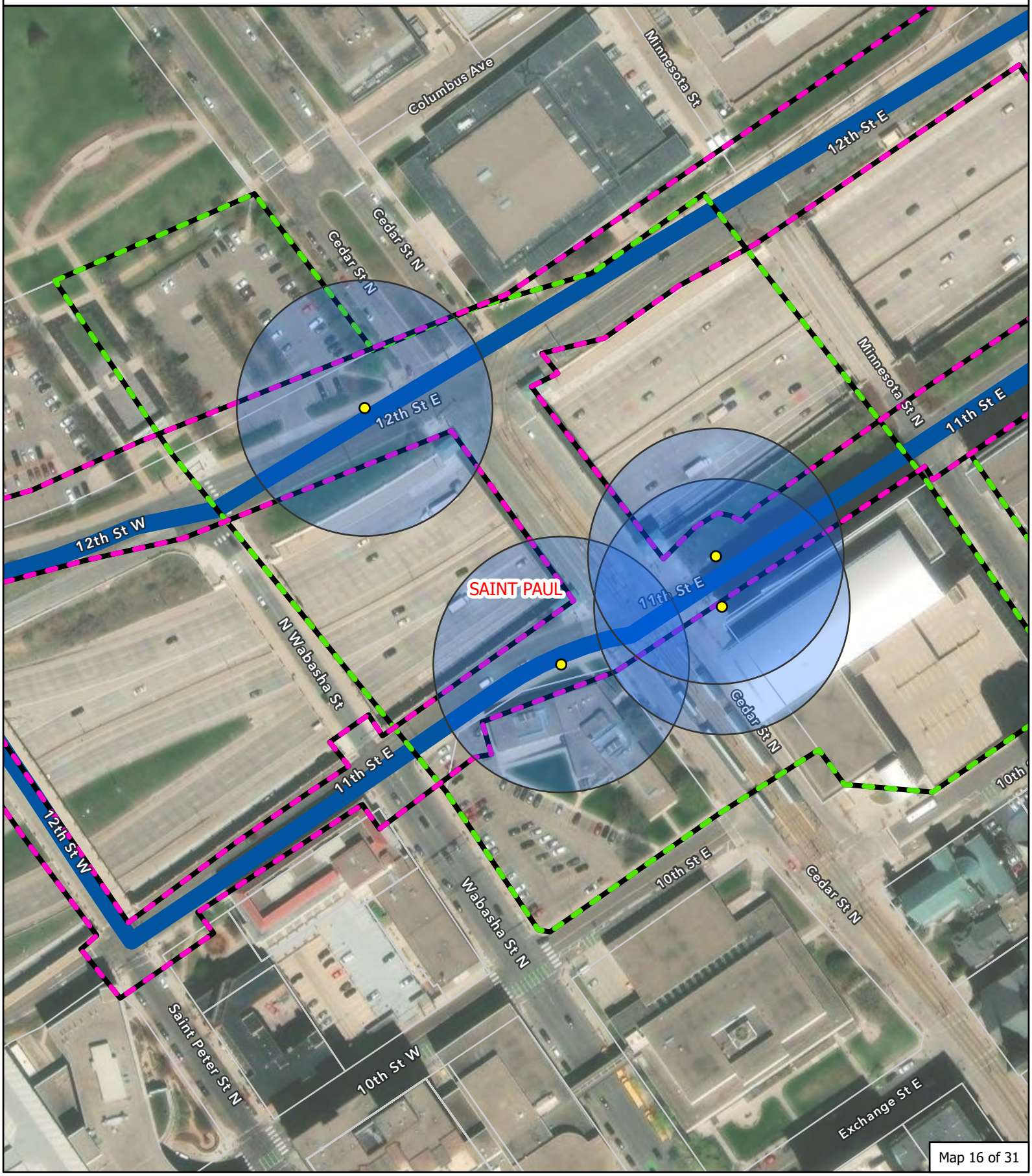

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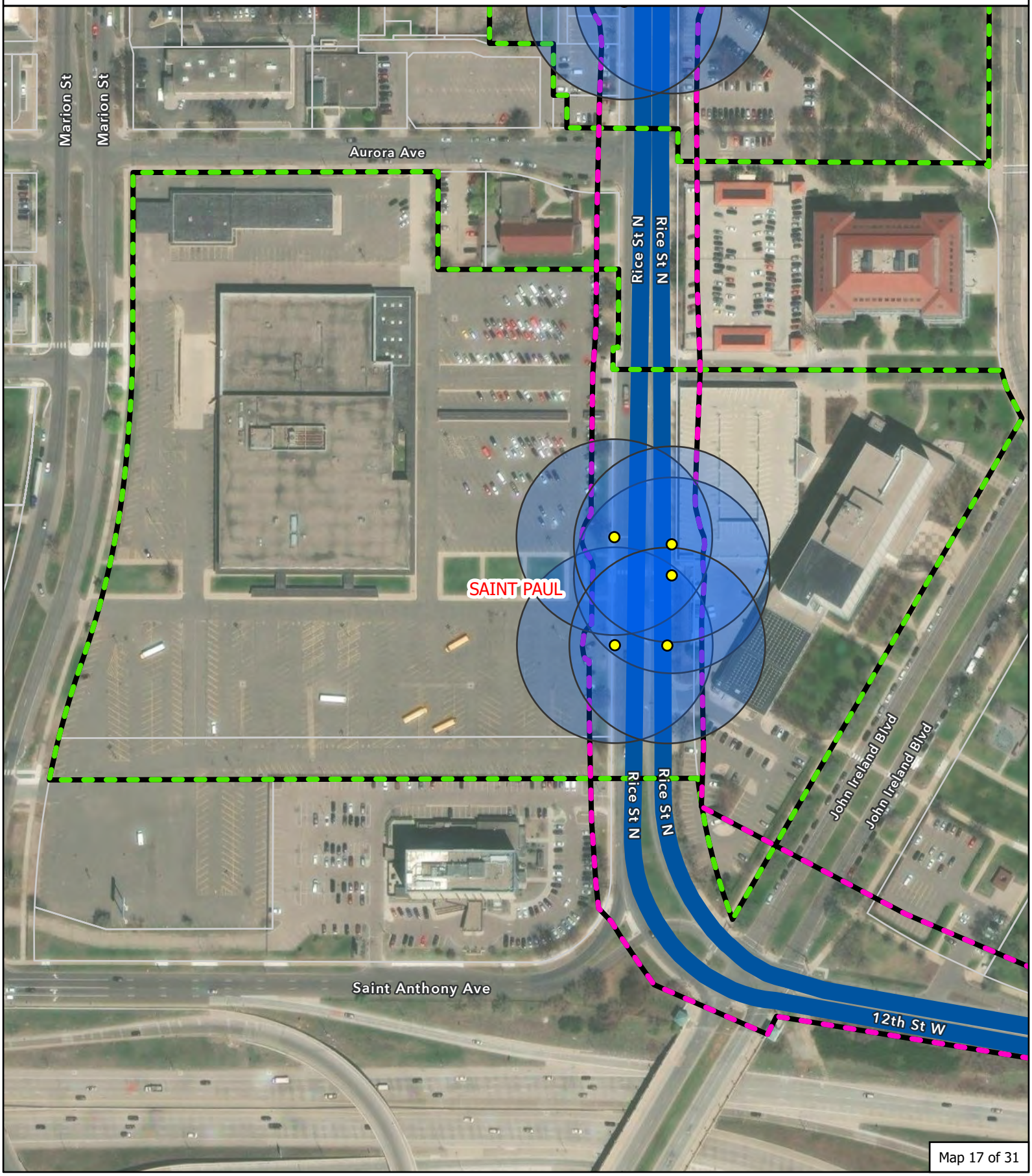

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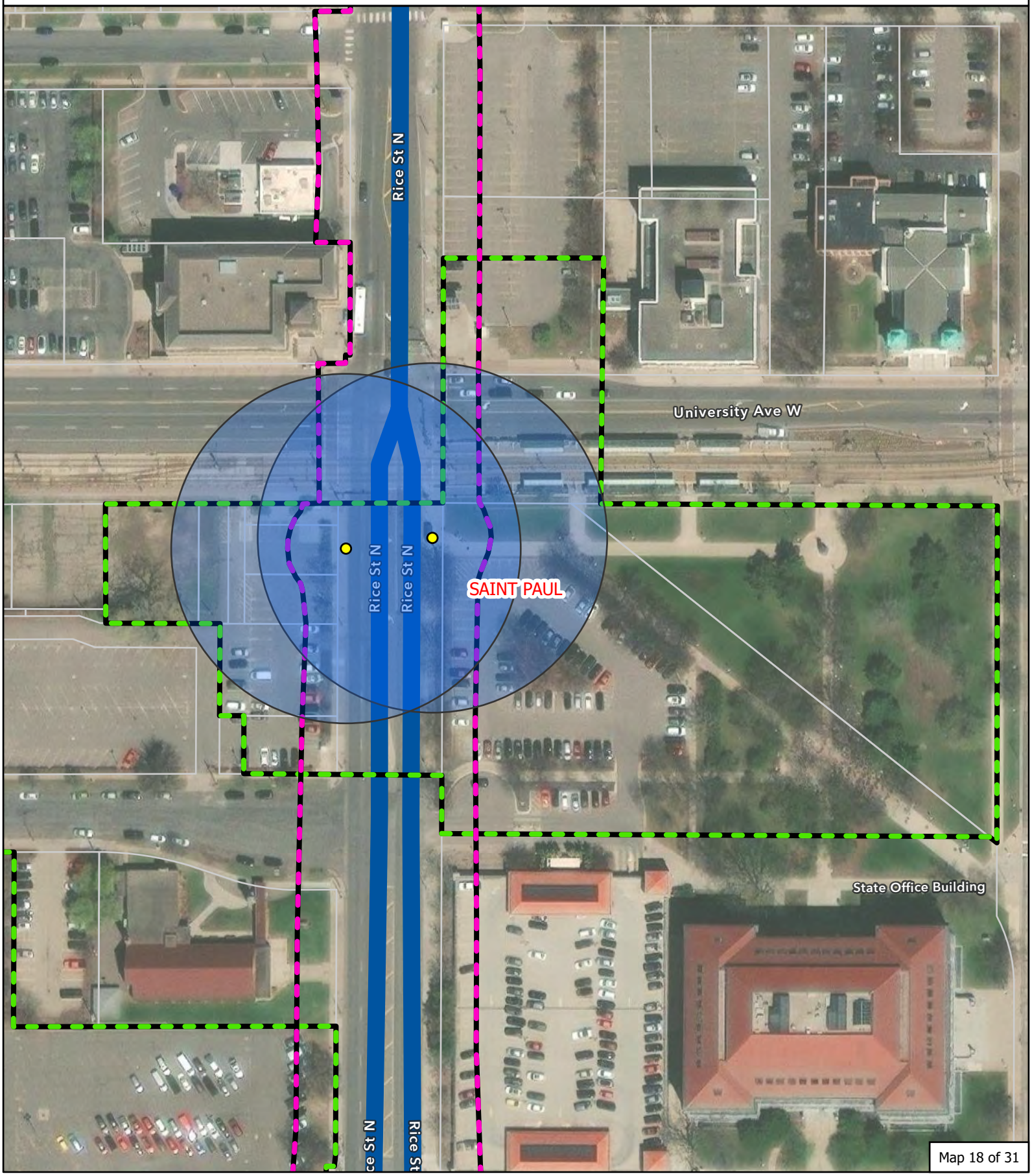

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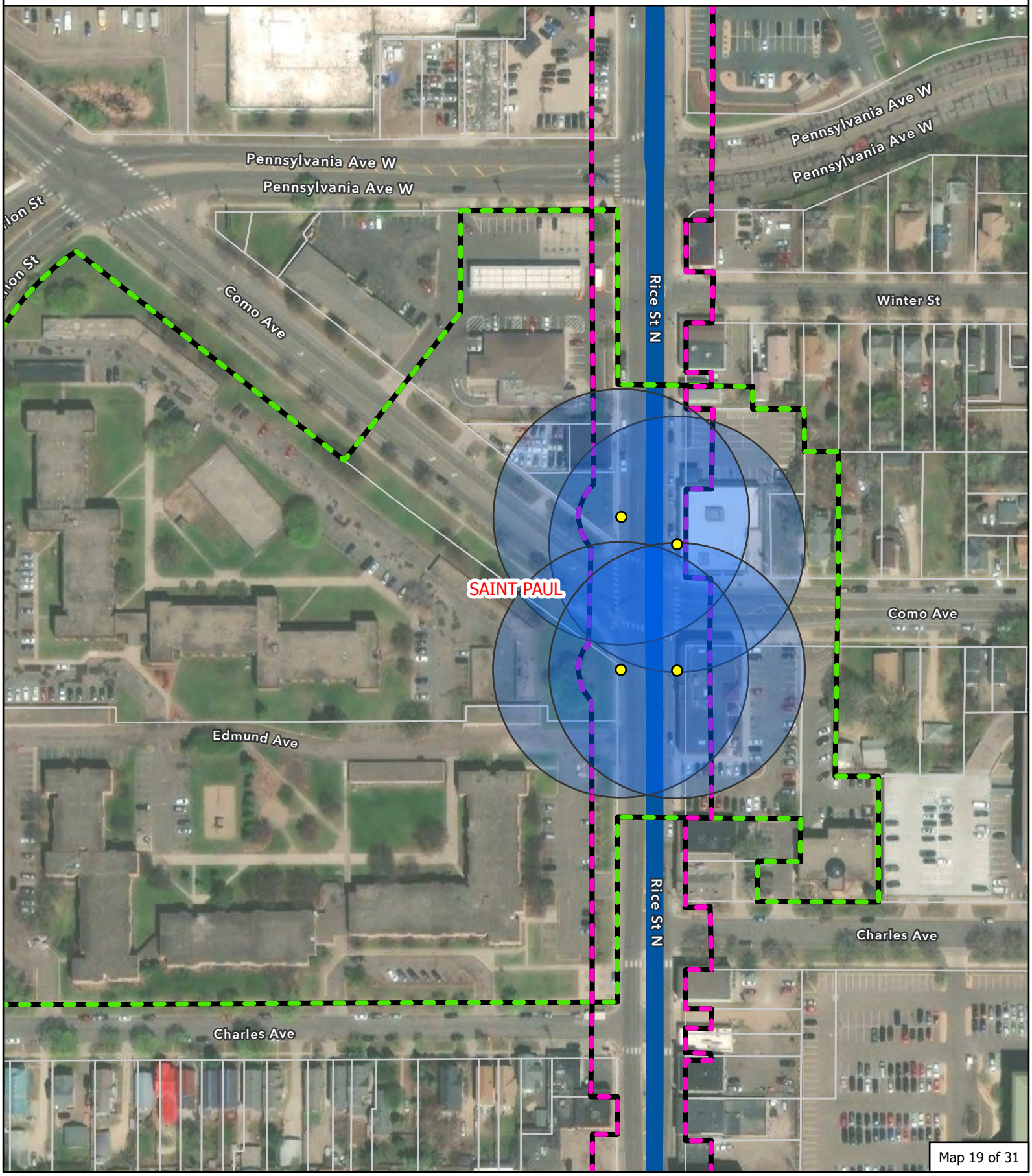

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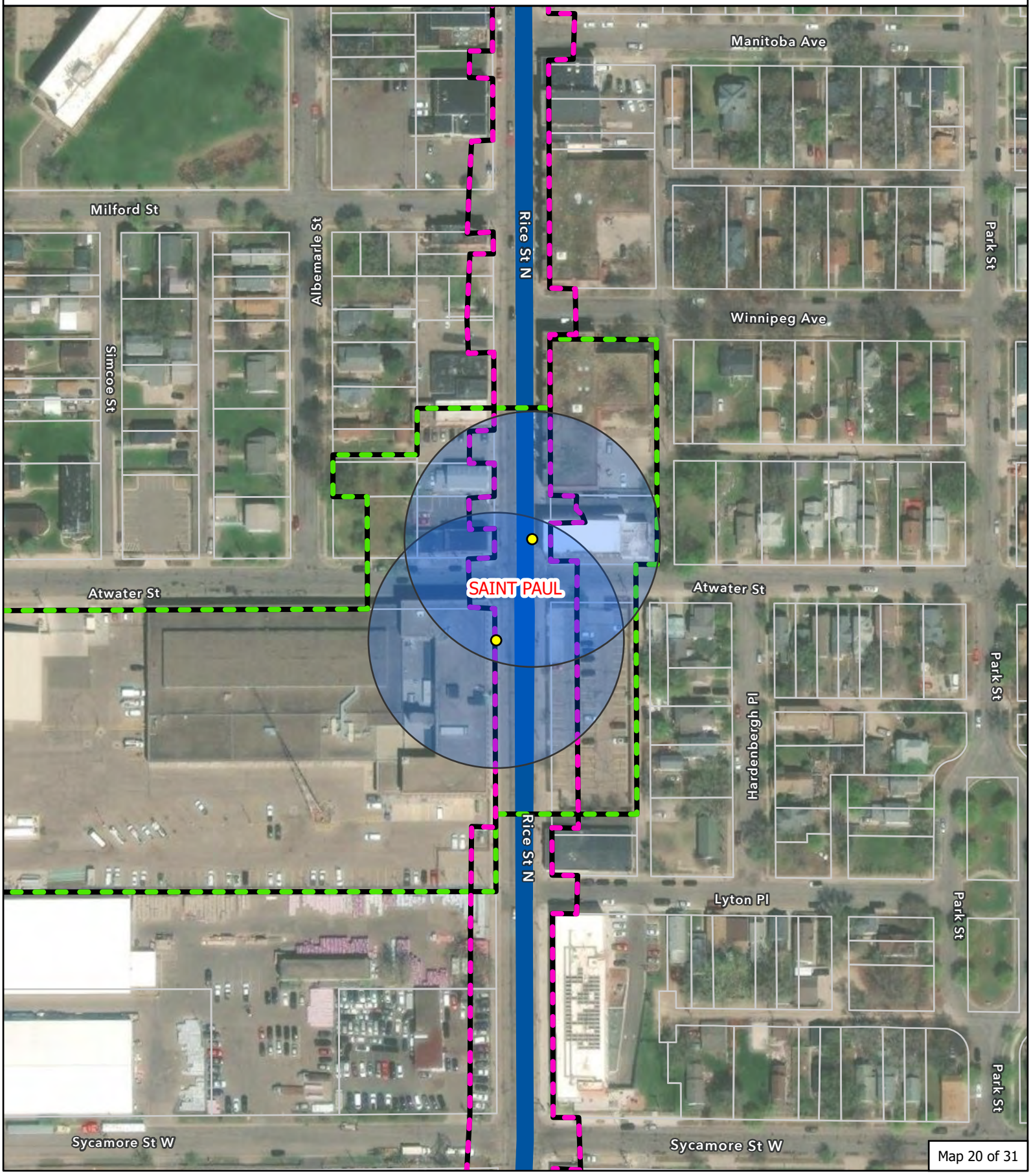

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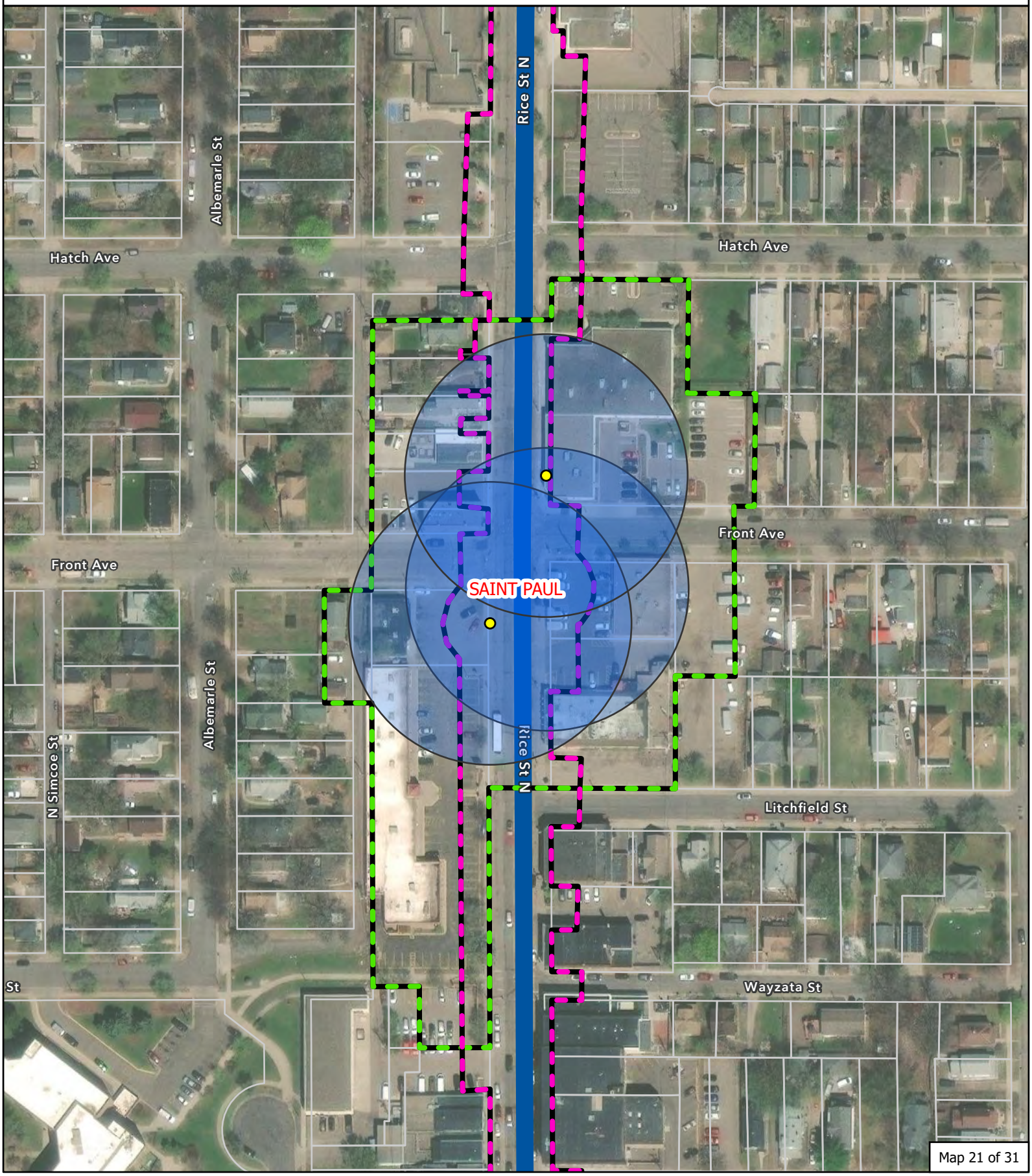

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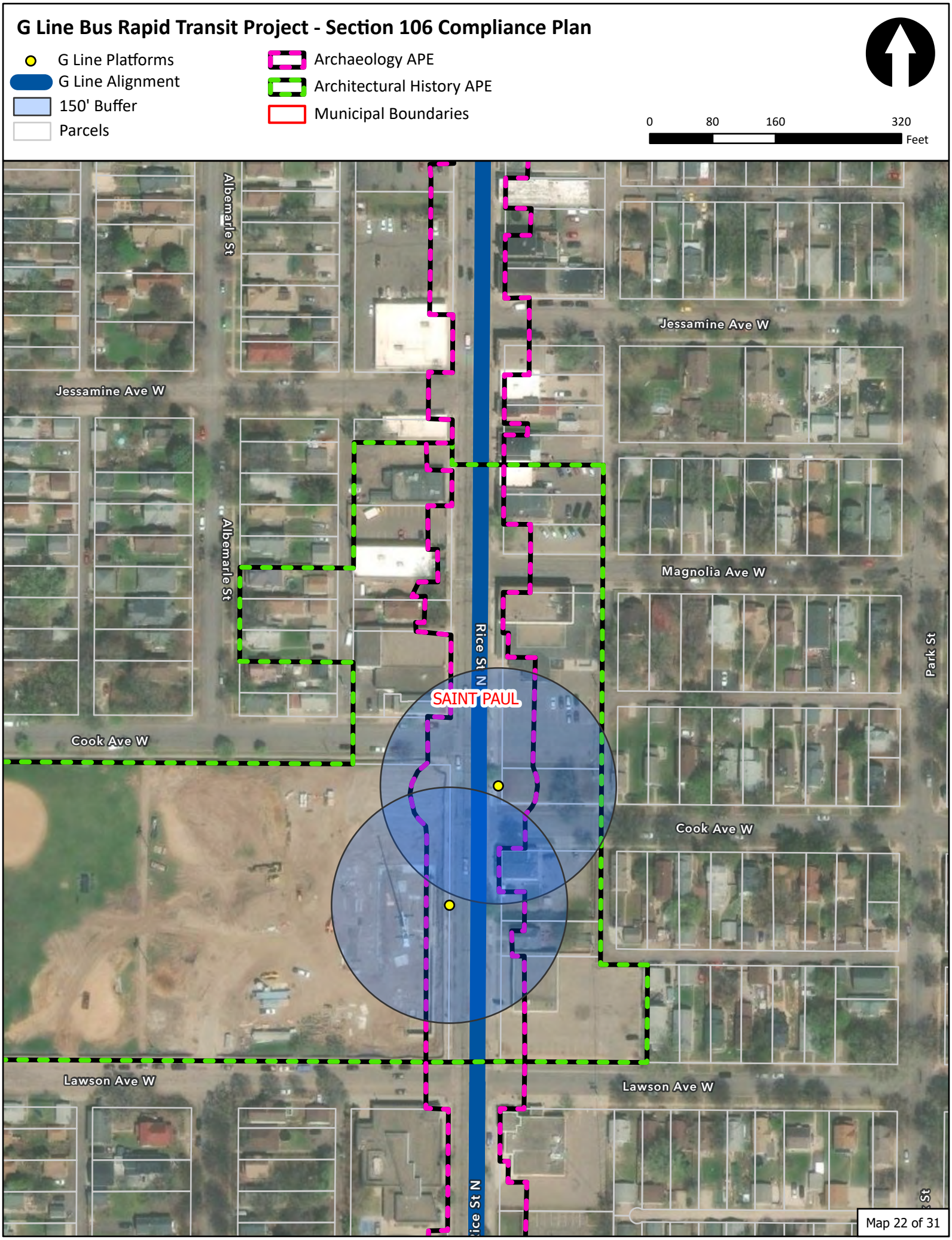

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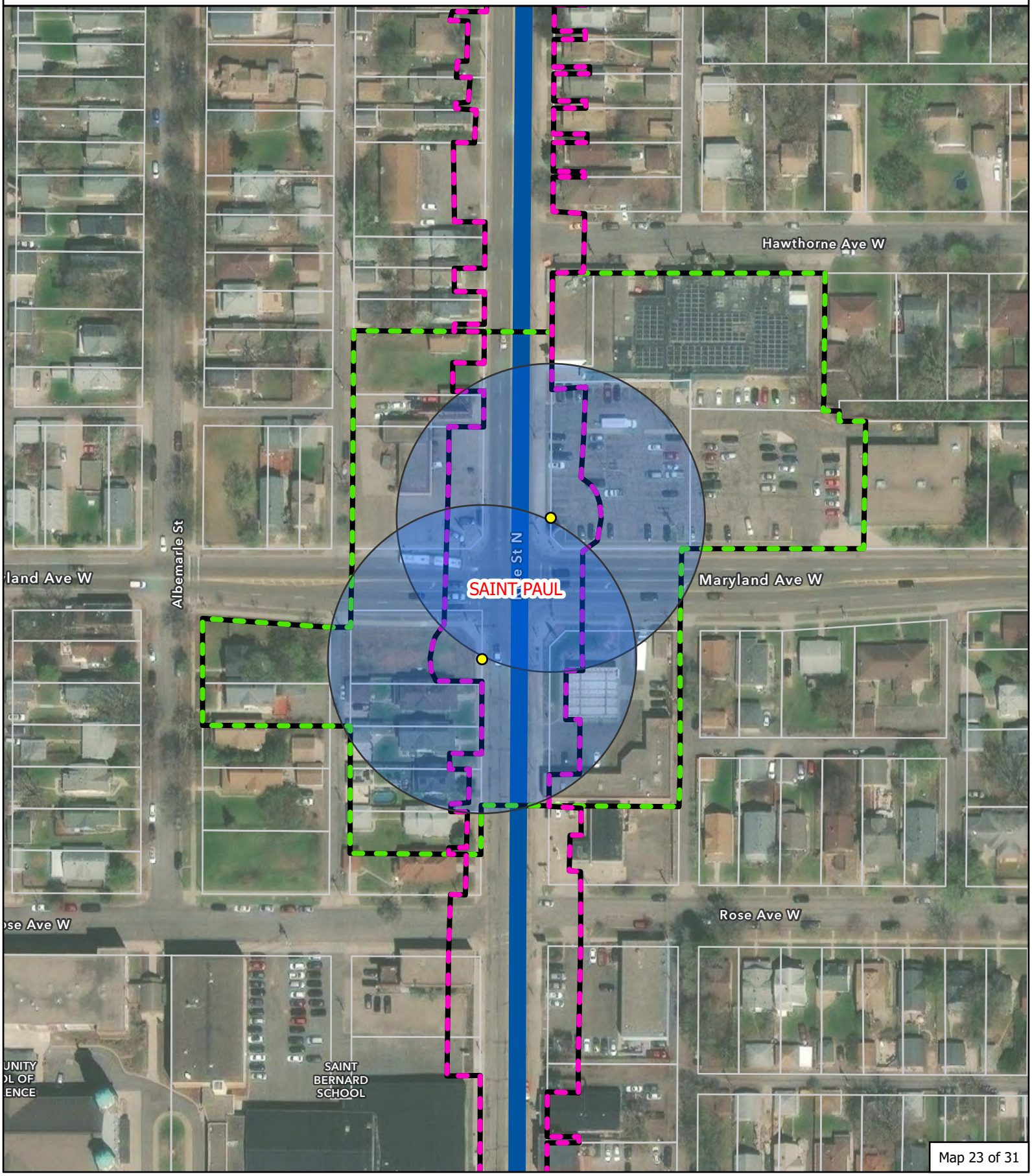

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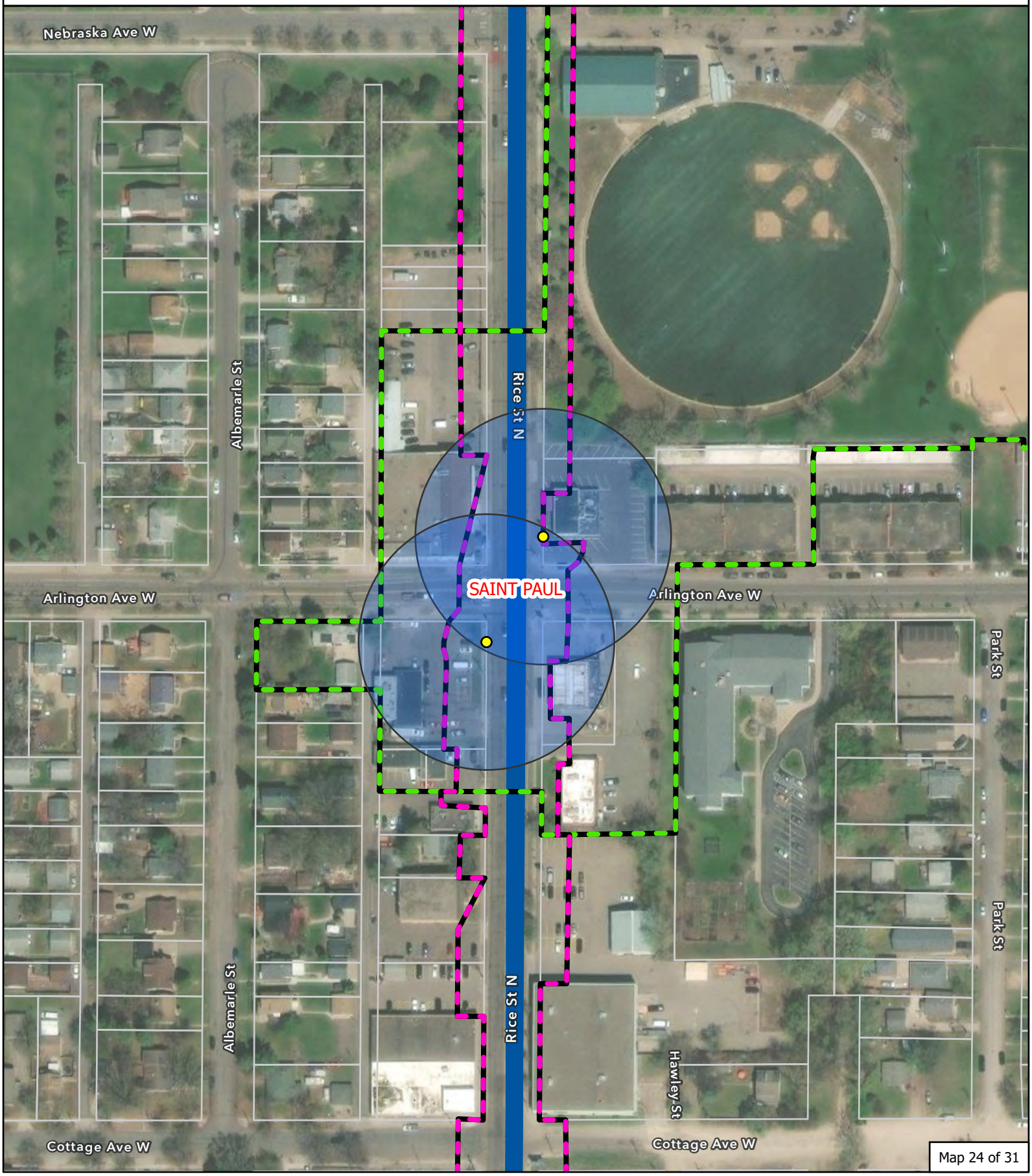

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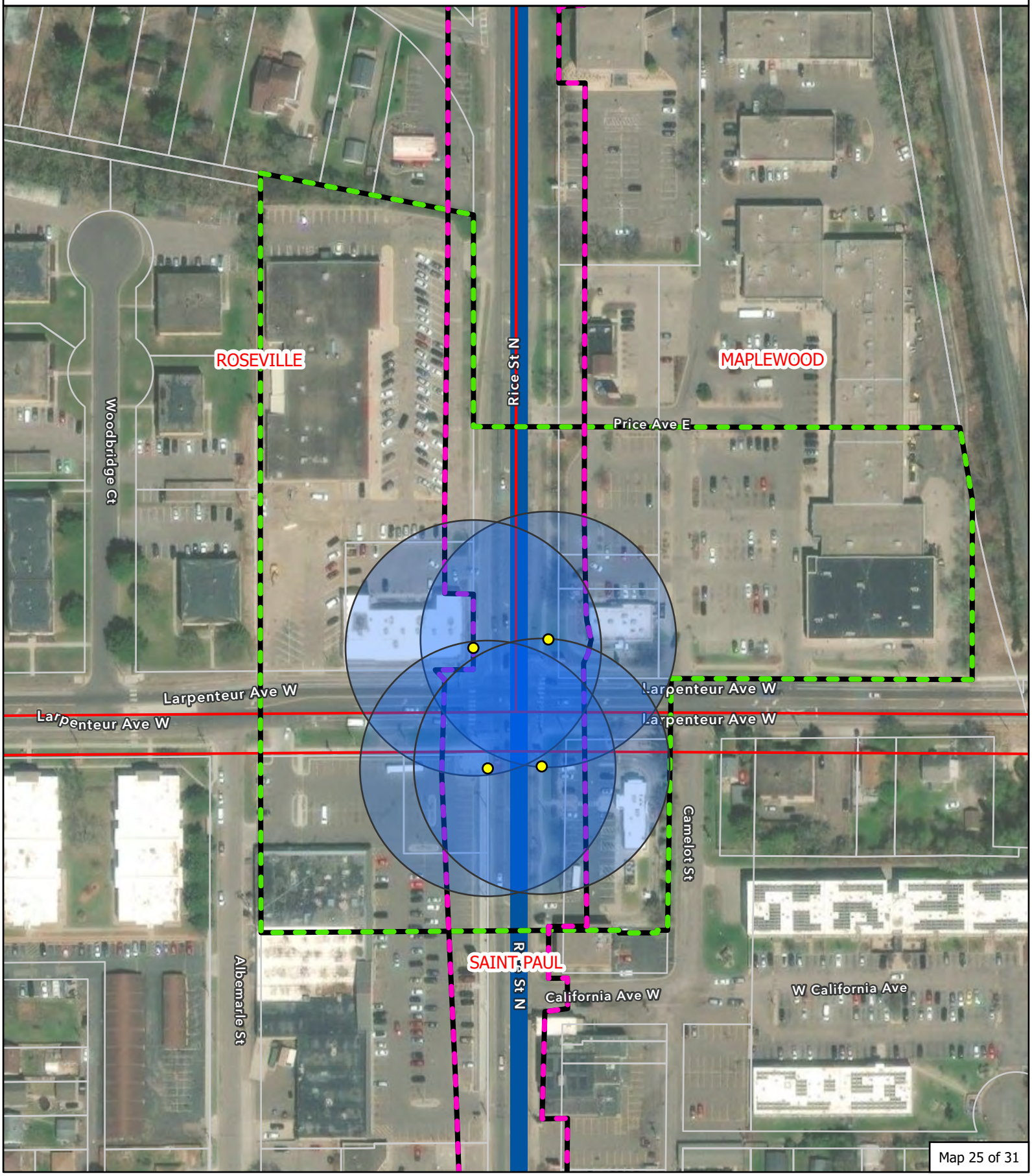

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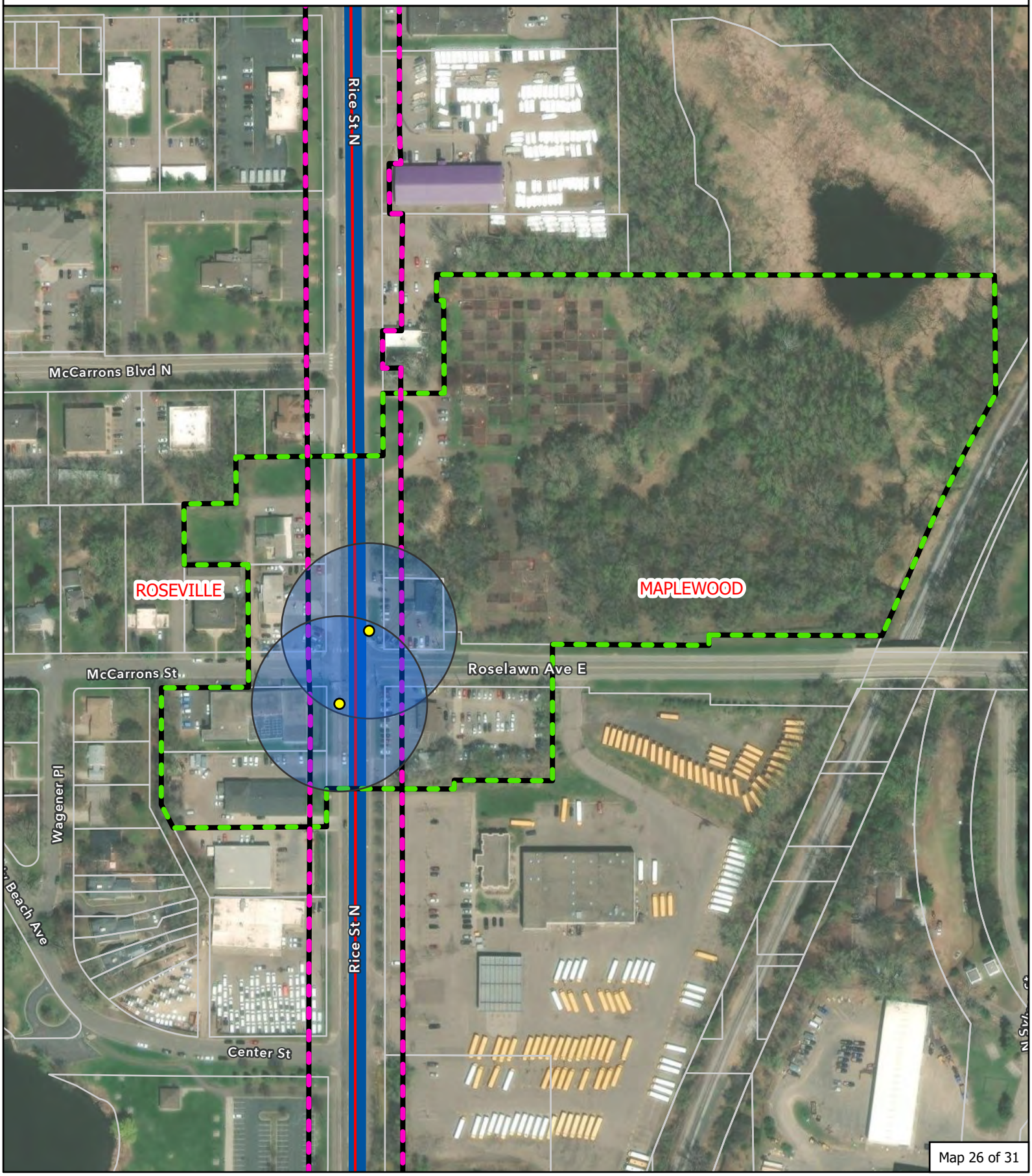

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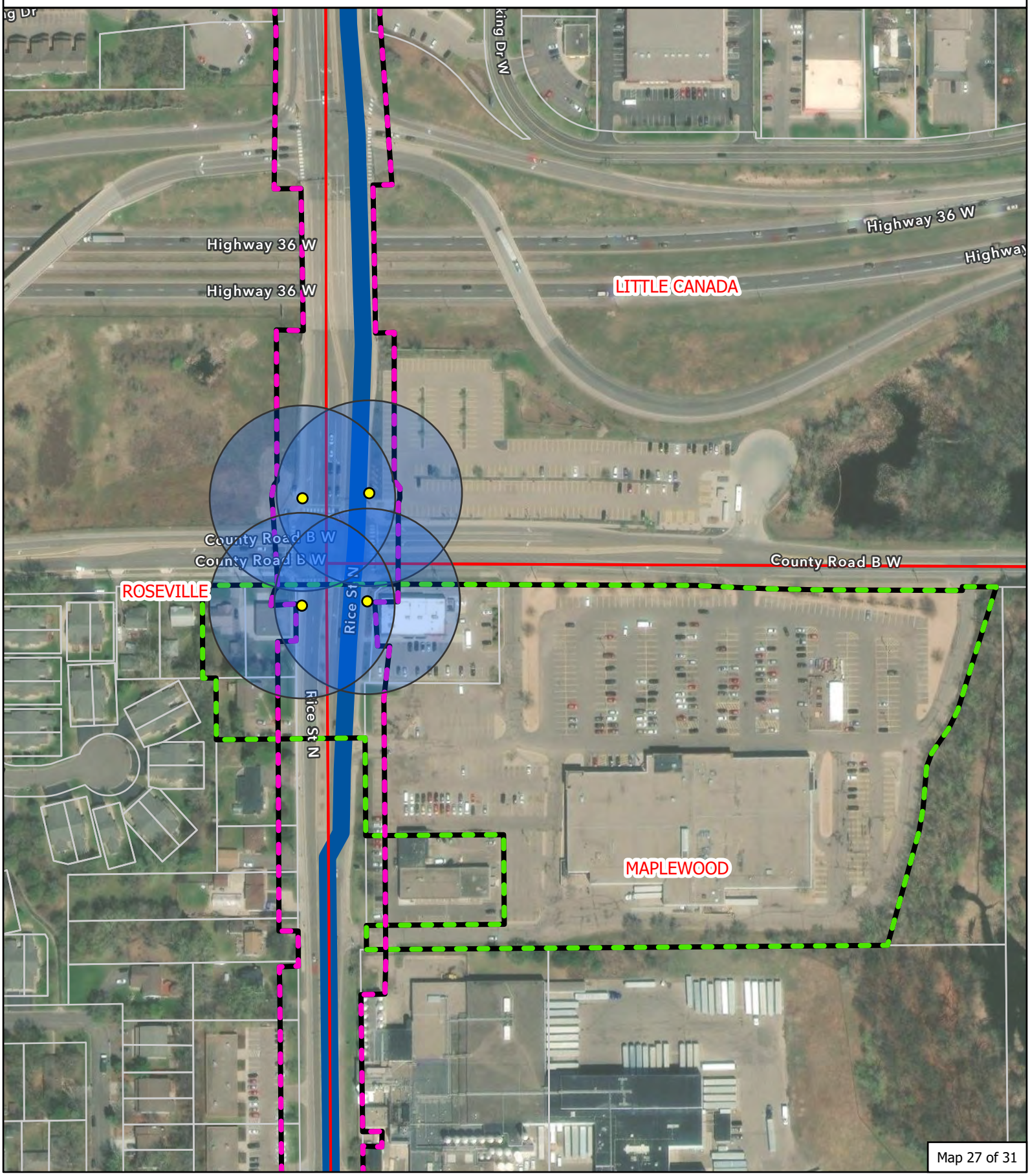

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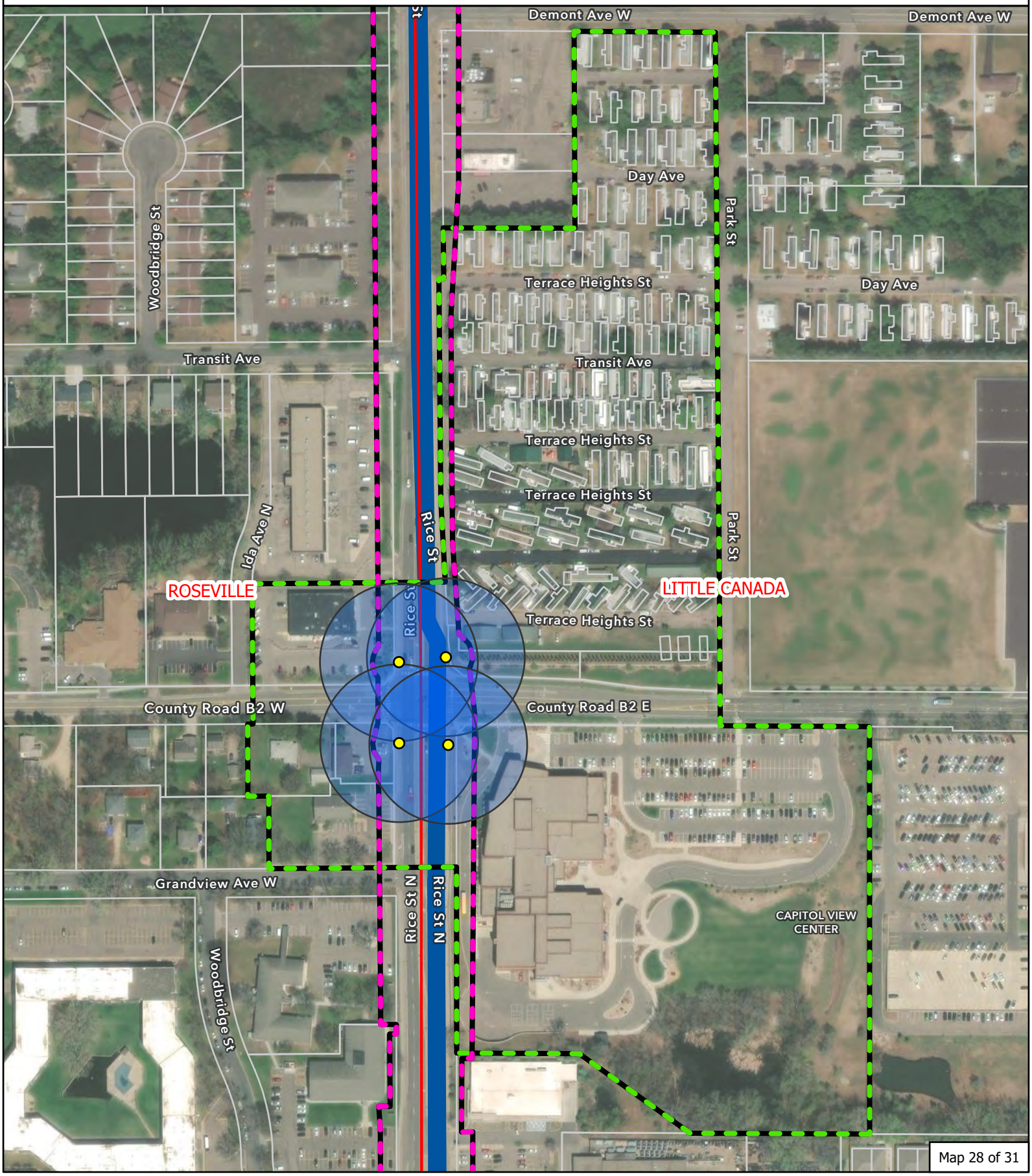

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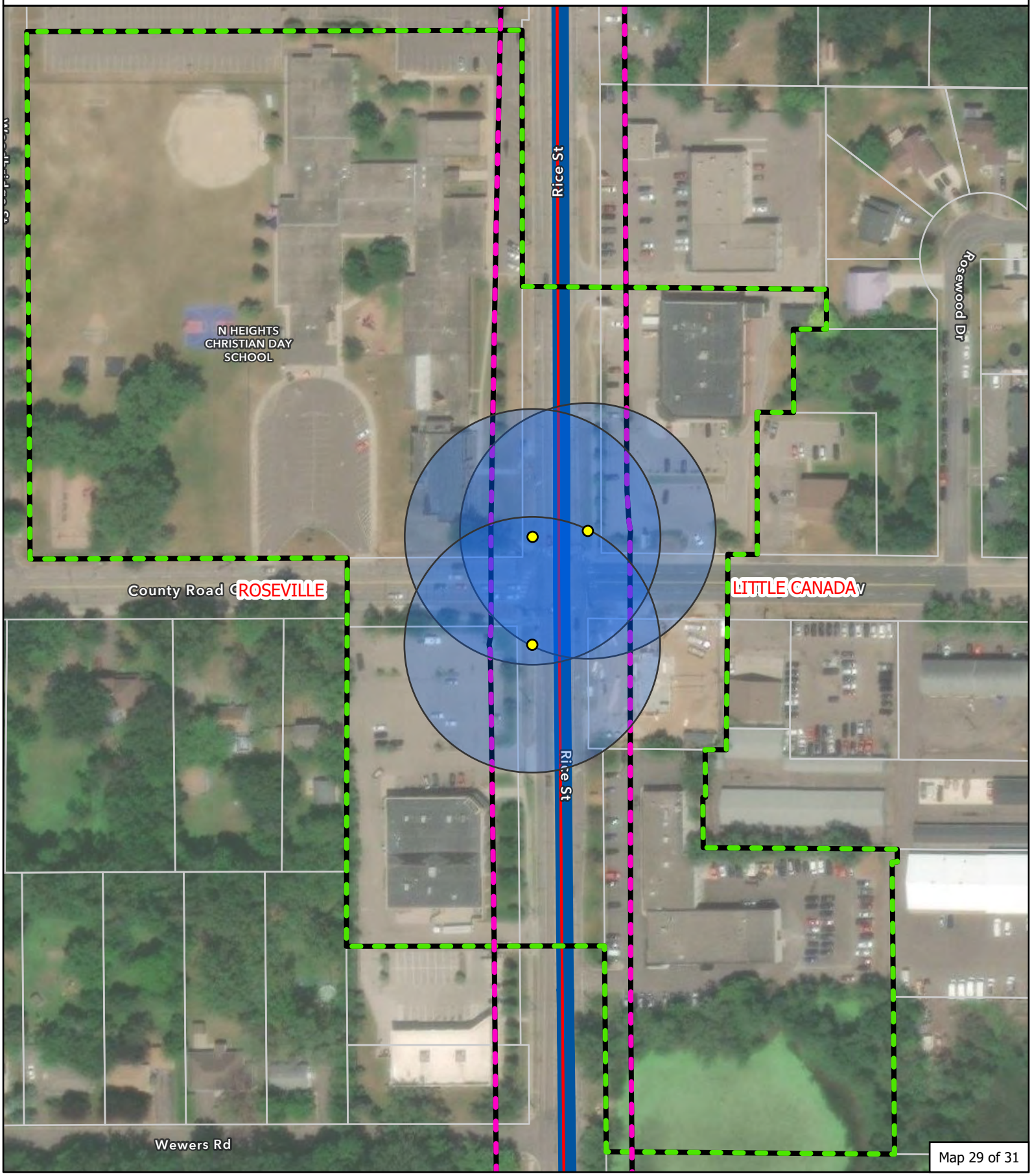
0 80 160 320 Feet



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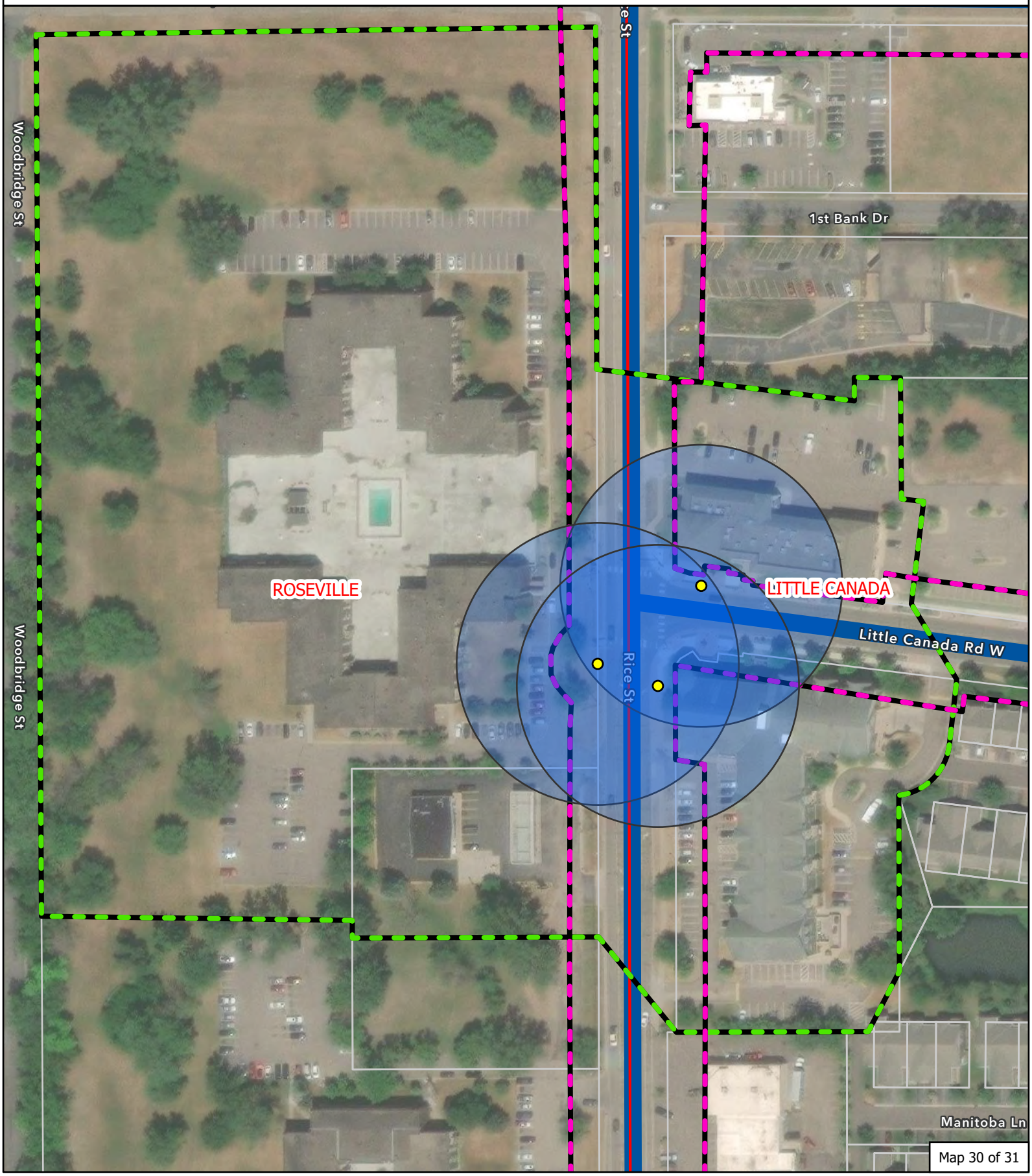

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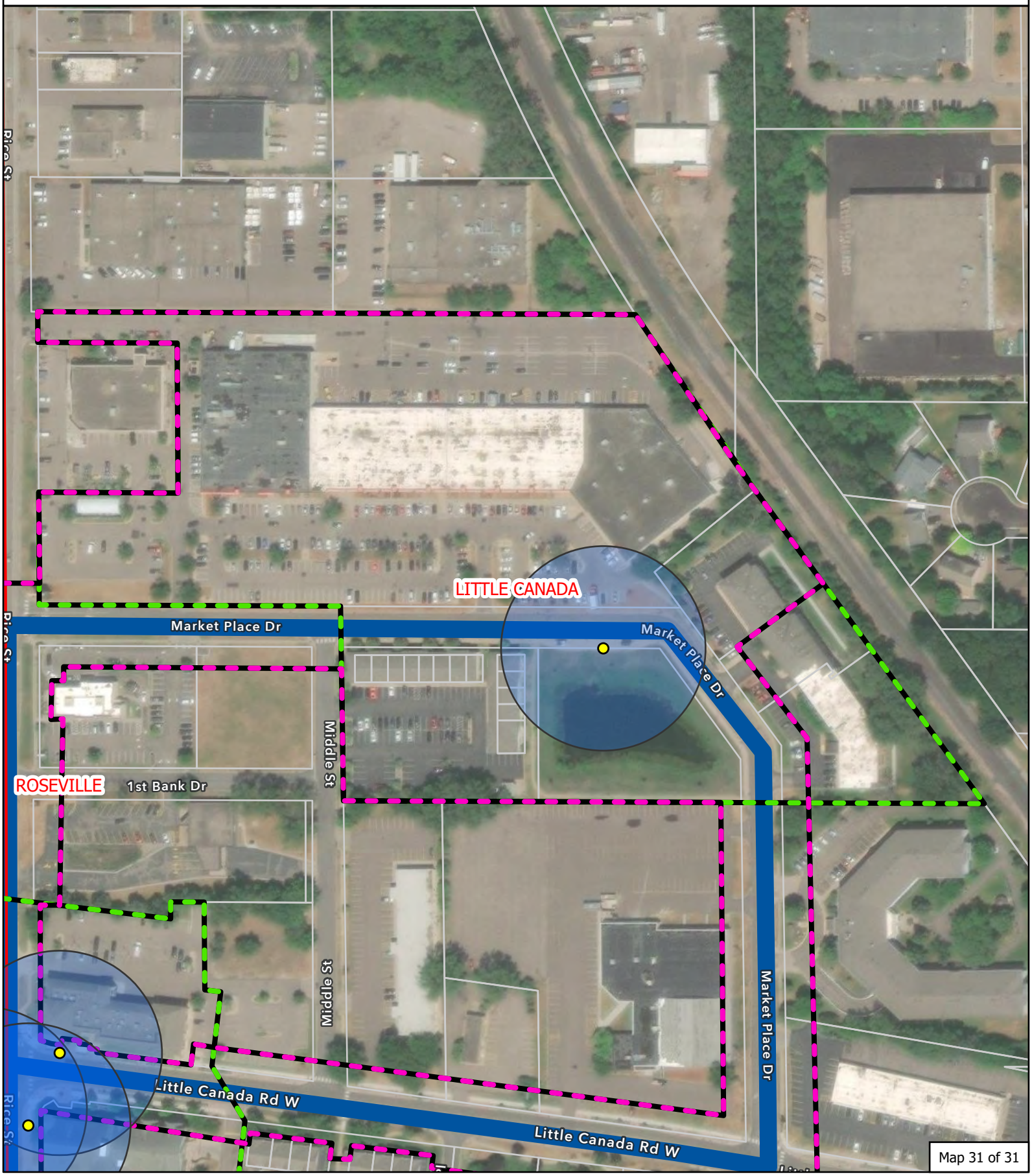

APPENDIX E. Location and Status of Shelters

		Proposed platform location		Proposed platform type		
Seg (N-S)	**Station**	**Northbound**	**Southbound**	**Northbound**	**Southbound**	**Section 106 scope**
1	Little Canada Transit Center	Midblock	Midblock	Curbside	Curbside	Shelter, pylon, BRT elements; operator restroom facility
2	Rice & Little Canada Rd	Nearside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
3	Rice & County Rd C	Farside	Farside	Bumpout	Bumpout	Curb, shelter, pylon, BRT elements
4	Rice & County Rd B2	Farside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
5	Rice & County Rd B	Nearside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
6	Rice & McCarron-Roselawn	Farside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
7	Rice & Larpenteur	Farside	Farside	Bumpout	Curbside	Curb, shelter, pylon, BRT elements
8	Rice & Arlington	Farside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
9	Rice & Maryland	Farside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
10	Rice & Cook	Midblock	Midblock	Curbside	Curbside	Shelter, pylon, BRT elements
11	Rice & Front	Nearside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
12	Rice & Atwater	Farside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
13	Rice & Como	Farside	Farside	Bumpout	Bumpout	Curb, shelter, pylon, BRT elements
14	Rice & University	Nearside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
15	Rice & Fuller	Farside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
16	Cedar & 11th/12th	Farside	Nearside	Bumpout	Curbside	Curb, shelter, pylon, BRT elements
17	Robert & 10th	Midblock	Nearside	Curbside	Curbside	Shelter, pylon, BRT elements
18	Robert & 5th/6th	Nearside	Nearside	Curbside	Curbside	Shelter, pylon, BRT elements
19	Robert & Kellogg	Farside	Nearside	Curbside	Curbside	Shelter, pylon, BRT elements
20	Robert & Fillmore	Nearside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
21	Robert & Plato	Farside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
22	Robert & Isabel	Farside	Farside	Bumpout	Bumpout	Curb, shelter, pylon, BRT elements
23	Cesar Chavez & State	Farside	Nearside	Bumpout	Curbside	Curb, shelter, pylon, BRT elements
24	Robert & Sidney	Farside	Farside	Bumpout	Bumpout	Curb, shelter, pylon, BRT elements
25	Robert & Annapolis	Farside	Nearside	Bumpout	Curbside	Curb, shelter, pylon, BRT elements
26	Robert & Butler	Farside	Farside	Curbside	Curbside	Shelter, pylon, BRT elements
27	Robert & Moreland	Farside	Nearside	Curbside	Curbside	Shelter, pylon, BRT elements
28	Robert & Thompson	Nearside	Nearside	Curbside	Curbside	Shelter, pylon, BRT elements
29	Robert & Wentworth	Farside	Nearside	Bumpout	Bumpout	Curb, shelter, pylon, BRT elements

Seg (N-S)	Station	Northbound	Southbound	Northbound	Southbound	Section 106 scope
30	Robert & Marie	Farside	Nearside	Curbside	Curbside	Shelter, pylon, BRT elements
31	Robert & Mendota	Farside	Nearside	Curbside	Curbside	Shelter, pylon, BRT elements
32	Northern Service Center	Not applicable	Not applicable	Not applicable	Not applicable	Shelter, pylon, BRT elements; operator restroom facility