



B R T

The Rush Line Bus Rapid Transit (BRT) Project is a proposed 14-mile transit route between Saint Paul and White Bear Lake. It includes 21 stations that would serve the communities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Township and White Bear Lake. The analysis and design of this transit route is being led by Ramsey County.

## What is Section 106?

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to evaluate impacts of federally funded projects on historic properties. Projects go through a process to identify historic properties, assess potential adverse effects and establish measures to mitigate or avoid effects.



## What qualifies as a historic property?

A historic property is one that is listed in or eligible for the National Register of Historic Places, based on:

Criterion

A

ASSOCIATION WITH A  
HISTORICALLY  
SIGNIFICANT EVENT

Criterion

B

ASSOCIATION WITH THE  
LIVES OF SIGNIFICANT  
PERSONS

Criterion

C

DESIGN OR CONSTRUCTION  
TYPE, STYLE OR METHOD

Criterion

D

POTENTIAL TO YIELD  
IMPORTANT HISTORICAL  
OR PREHISTORICAL  
INFORMATION



The historic LS&M Rail Corridor traveled within right-of-way that was later purchased by Ramsey County for future transit use and is currently in use as the Bruce Vento Trail. The proposed Rush Line BRT Project would share the Ramsey County rail right-of-way with the Bruce Vento Trail. The historic LS&M Rail Corridor is listed in the National Register of Historic Places, noted as an important first and direct rail connection between Saint Paul and Duluth. Impacts to this historic resource are being studied as part of the Rush Line BRT Project.

Photo courtesy of Maplewood Area Historical Society.

**Historic properties are often categorized as architectural (structures) or archaeological (artifacts often located below ground).**

Learn more about the Section 106 process



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## WHAT IS THE PROCESS?

*A project goes through these steps to satisfy the requirements of Section 106:*

### DEFINE THE AREA OF POTENTIAL EFFECTS

The study area for archaeology is typically limited to where the project will disturb the soils. For architecture, the study area is wider, especially around stations, to account for visual effects. As project plans develop, the area of potential effects is refined in consultation with consulting parties (see Who is Involved? below).



### IDENTIFY HISTORIC PROPERTIES

Properties throughout the area of potential effects are inventoried if they will reach 50 years or older at the time the bus service begins. Those with potential significance are evaluated for listing in the National Register of Historic Places.



### ASSESS EFFECTS

The project's potential to impact historic properties is assessed. Adverse effects can include alteration of the historic property or introducing visual or audible elements that diminish the property's historic integrity.



### RESOLVE ADVERSE EFFECTS, IF ANY

If there will be an adverse effect to a historic property, it must be resolved in consultation with the consulting parties. Resolution measures may include avoidance, minimizing effects or mitigating the effect through additional documentation, educational elements and more.



## WHO IS INVOLVED?

*Rush Line BRT Project staff, led by Ramsey County, consults with interested stakeholders throughout the Section 106 process.*

### LOCAL GOVERNMENT OFFICIALS

Representatives of local governments, including historic preservation commissions, may accept a formal invitation to become a consulting party.

### THE PUBLIC

The views of the public are considered throughout the consultation process.

### THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

The Advisory Council administers the requirements of Section 106 and may participate in consultation.

### NATIVE AMERICAN TRIBES

Tribal representatives have the opportunity to review the project and note resources or areas of tribal significance that should be considered in the Section 106 process.

### MINNESOTA STATE HISTORIC PRESERVATION OFFICE

This state agency reviews project plans and provides comments on National Register eligibility, assessment of effects and resolution of adverse effects.

### FEDERAL TRANSIT ADMINISTRATION

The lead federal agency is responsible for ensuring project planning adequately considers the project's effects on historic properties. The Minnesota Department of Transportation Cultural Resources Unit works with the lead agency to review and make recommendations about properties in the corridor.

ENGAGED PARTIES