



REGENTS OF THE UNIVERSITY OF MINNESOTA

RESOLUTION RELATED TO CENTRAL CORRIDOR LIGHT RAIL TRANSIT

WHEREAS, the University has been and remains fully committed to an enhanced public transit and a highly effective Central Corridor Light Rail Transit (“CCLRT”); and

WHEREAS, pursuant to the Board of Regents resolution of July 12, 2001, the University, working closely with all local and regional partners essential to the CCLRT, explored three alignments for the CCLRT during the past nine months: a tunnel under Washington Avenue; a Northern Alignment over Bridge #9 and into the railway trench through Dinkytown; and a Washington Avenue at-grade alignment with a transit/pedestrian mall; and

WHEREAS, the safe and efficient operation of the CCLRT through the University’s campus is an essential concern and obligation for the University to consider and address; and

WHEREAS, the University has always maintained that a full study and analysis of all feasible and reasonable alternatives through its campus is in the public’s interest and in the best interests of the Metropolitan region and the State of Minnesota, and necessary to support meaningful and informed decisions concerning line placement; and

WHEREAS, information is now available to meet the University’s objective of ensuring that sufficient analysis is completed to support informed decisions concerning the CCLRT; and

WHEREAS, while the University has viewed both the tunnel under Washington Avenue and a Northern Alignment as feasible and reasonable alternatives, the University understands that the current cost projections by the Metropolitan Council favor a Washington Ave. at-grade alignment with a transit/pedestrian mall; and

WHEREAS, The Metropolitan Council approved the Washington Avenue tunnel as its locally preferred alternative in June 2006, and voted on February 27, 2008 to revise the locally preferred alternative to a Washington Avenue at-grade alignment with a transit/pedestrian mall; and

WHEREAS, the University saw great potential for the Northern Alignment of the line both as a means to provide safe and efficient transit service through campus, and in terms of the development of the neighborhoods in close proximity to the campus, and, at its own expense, undertook a study of the Northern Alignment that was completed in May 2008; and

WHEREAS, the Metropolitan Council voted on May 28, 2008 that the locally preferred alternative through the University was Washington Avenue at-grade with a transit/pedestrian mall:

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The University will pursue the Washington Ave. at-grade with a transit/pedestrian mall alternative (“Washington Ave. at-grade”) for the CCLRT through the University campus, contingent upon the execution of all necessary agreements needed to achieve the following:
 - A. A viable, effective and efficient mitigation plan that fully addresses defined mitigation measures that accomplish the principles set forth below, and the financial commitment necessary to accomplish all necessary mitigation measures; and
 - B. All improvements required to further enhance a well-integrated and comprehensive transit system (the “Betterments”), including the development of funding strategies and securing the necessary assurances that will support the implementation of defined Betterments; and
 - C. All future mitigation measures and further improvements that arise during the design and construction phases, and through the operation of the CCLRT line.
2. The University further supports a thorough, timely completion of a supplemental draft environmental statement (“SDEIS”) focusing on the Washington Ave. at-grade alternative, and will actively participate in the SDEIS process.
3. The University recognizes that the CCLRT project is in the preliminary engineering phase and will evaluate proposed mitigation strategies for the Washington Ave. at-grade alternative according to the following principles that have guided the University’s efforts throughout this process, and will continue to provide the required framework for all negotiations:
 - A. Provide a comprehensive integrated transportation system with increased capacity and improved access for the University community and its business and residential neighbors.
 - B. Provide safe, direct access routes to the University and the surrounding communities that can accommodate daily visitors and have the surge capacity to handle event traffic.
 - C. Provide improved access to the University's Academic Health Center, hospital and clinics, and avoid negative economic impacts to them.
 - D. Create a traffic plan that is understandable and usable by those unfamiliar with campus.

- E. Ensure necessary emergency and service vehicle access to the University and surrounding businesses.
 - F. Ensure a safe environment and efficient operation of LRT through the campus.
 - G. Retain the vibrant and aesthetically inviting streetscape that respects and enhances the University's historic character and campus environment.
 - H. Transform Washington Avenue on the West Bank into an arterial street that unifies and connects the neighborhood and campus.
 - I. Ensure that the total transportation system unifies neighborhoods, promotes a sense of community, fosters economic and University related development, addresses environmental justice concerns, and protects the University's historic districts.
 - J. Provide safe, functional bypass routes for non- University-destined through traffic that do not negatively impact the surrounding neighborhoods.
- 4. The University will continue to work cooperatively with project partners to achieve the realization of these principles and a timely advancement of the CCLRT line.
 - 5. Should the Washington Ave. at-grade alternative ultimately prove not feasible, the University urges all project partners to remain open to the ongoing need to consider other line placement options for the University campus that will achieve enhanced public transit, and meet the needs of the University community and its business and residential neighbors.

BE IT FURTHER RESOLVED, that the Memoranda of Understanding and other agreements necessary to the completion of the CCLRT line for the University campus shall be subject to Board of Regents approval.

APPROVED BY THE BOARD OF REGENTS – June 13, 2008