

Central Corridor Light Rail Transit

Metropolitan Council
September 8, 2010



*Improving
mobility*

*Easing
congestion*

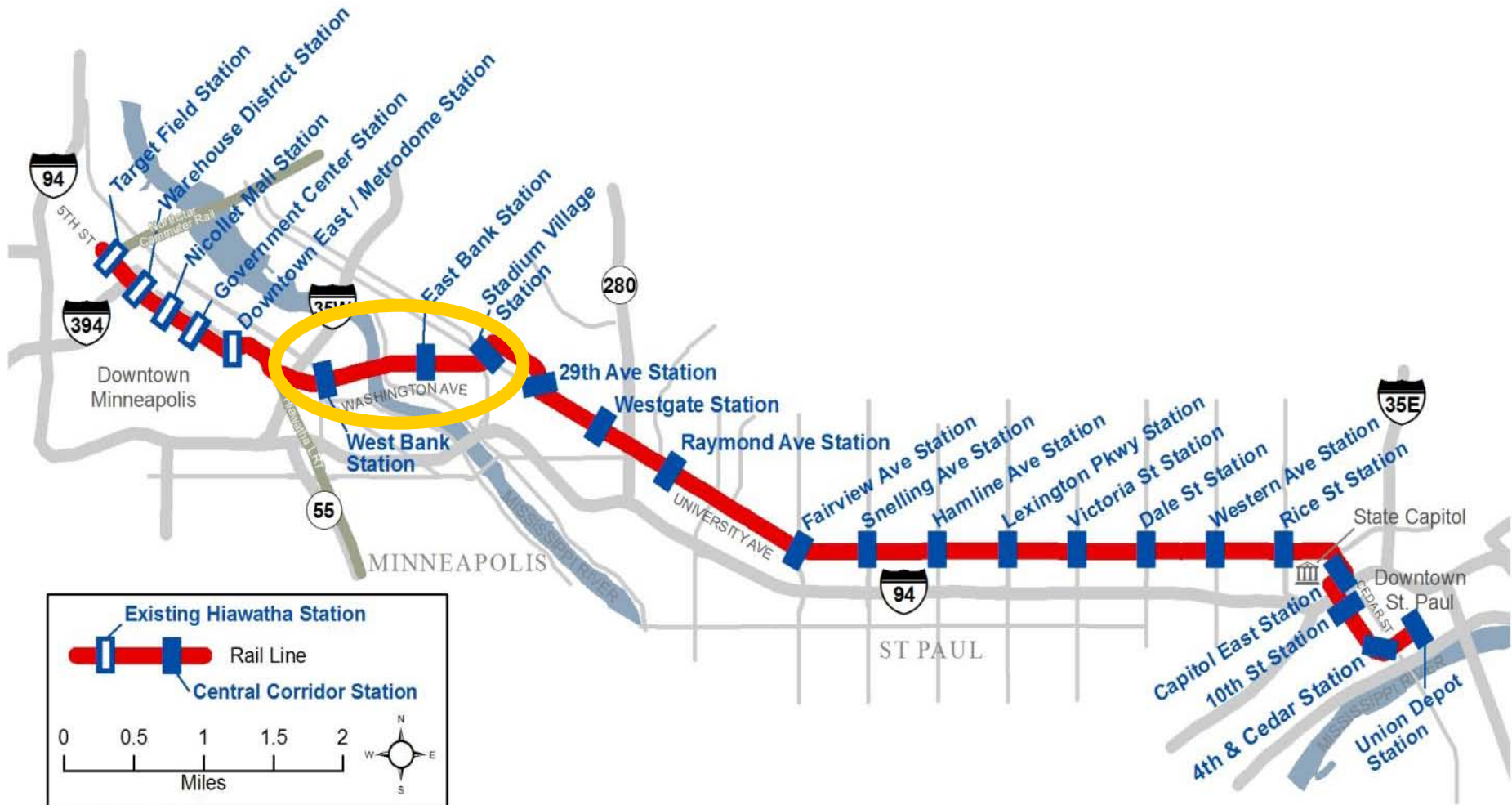
*Strengthening
our communities*

Today's Topics

- Guiding principles
- Agreement key provisions
- Proposed action



Alignment Through UofM



Guiding Principles



- **Met Council**
 - Design and construct CCLRT
 - Independently operate the regional transit system
 - Keep project on time & on budget
- **University of Minnesota**
 - Protect the University research enterprise
 - Durable
 - Enforceable

Design Authority and Review



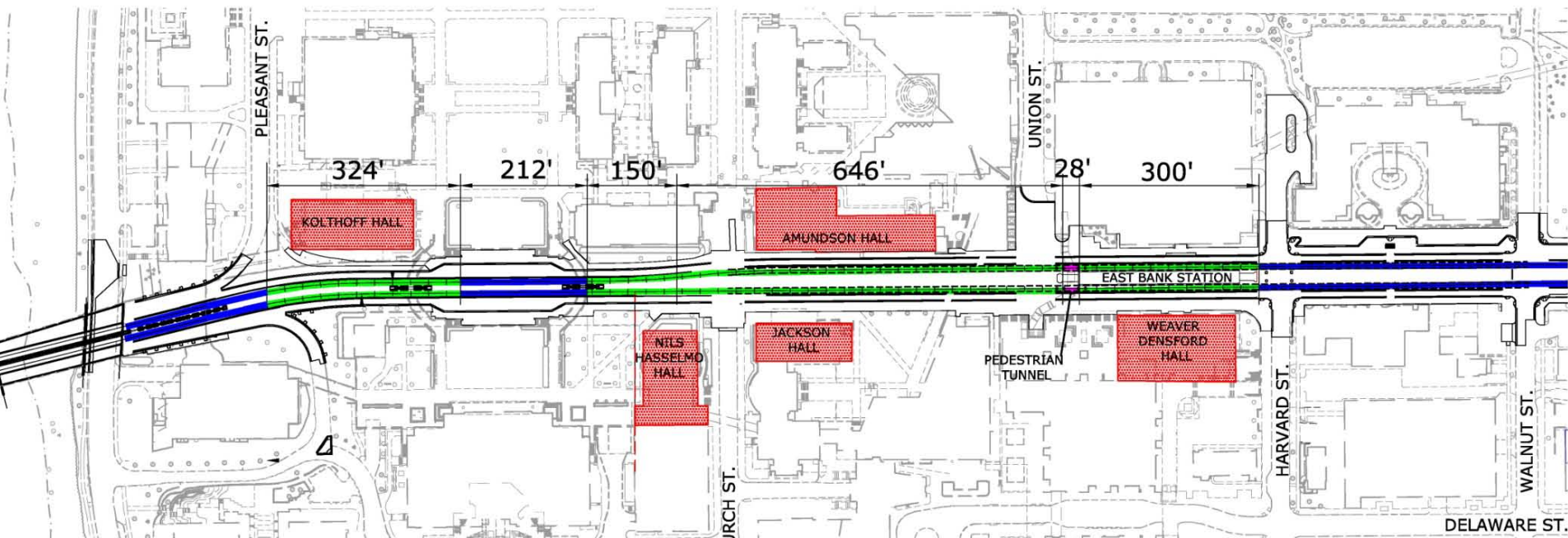
- Council retains engineering and design control over project elements specific to rail line
- UofM has final approval for
 - University funded enhancements
 - Transit/pedestrian mall aesthetic features

Mitigation Measures: Vibration

1,450 feet of floating slab

Pleasant to Harvard Street

- Typical embedded or direct fixation track
- Floating slab with rubber support pads
- Floating slab with rubber support pads over pedestrian tunnel
- ≡≡≡ LRT/Bus joint operation



Mitigation Measures: Vibration

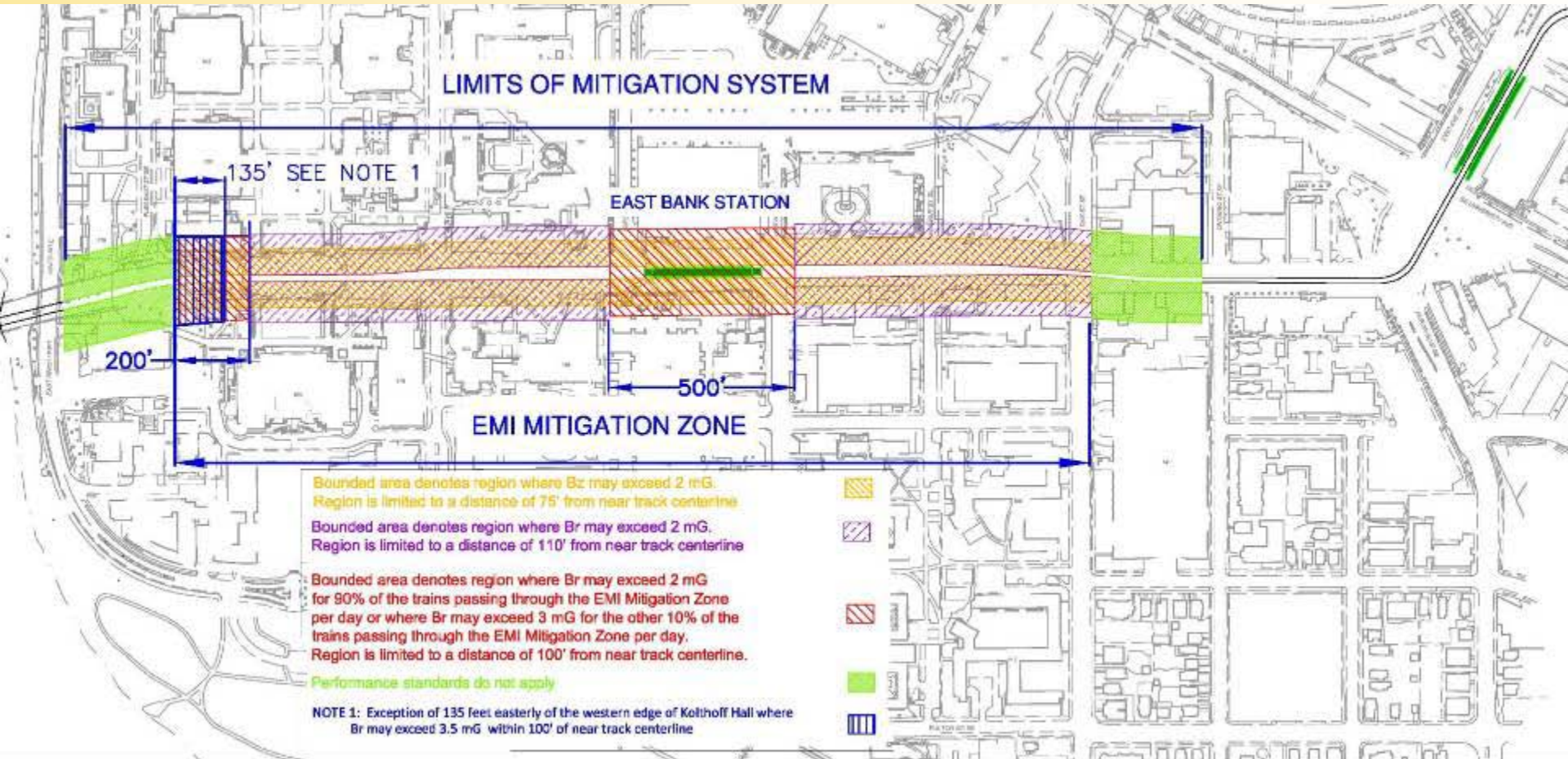
**Central Corridor
Light Rail Transit**



Mitigation Measures: EMI

3,150 feet of Dual Split Power Supply

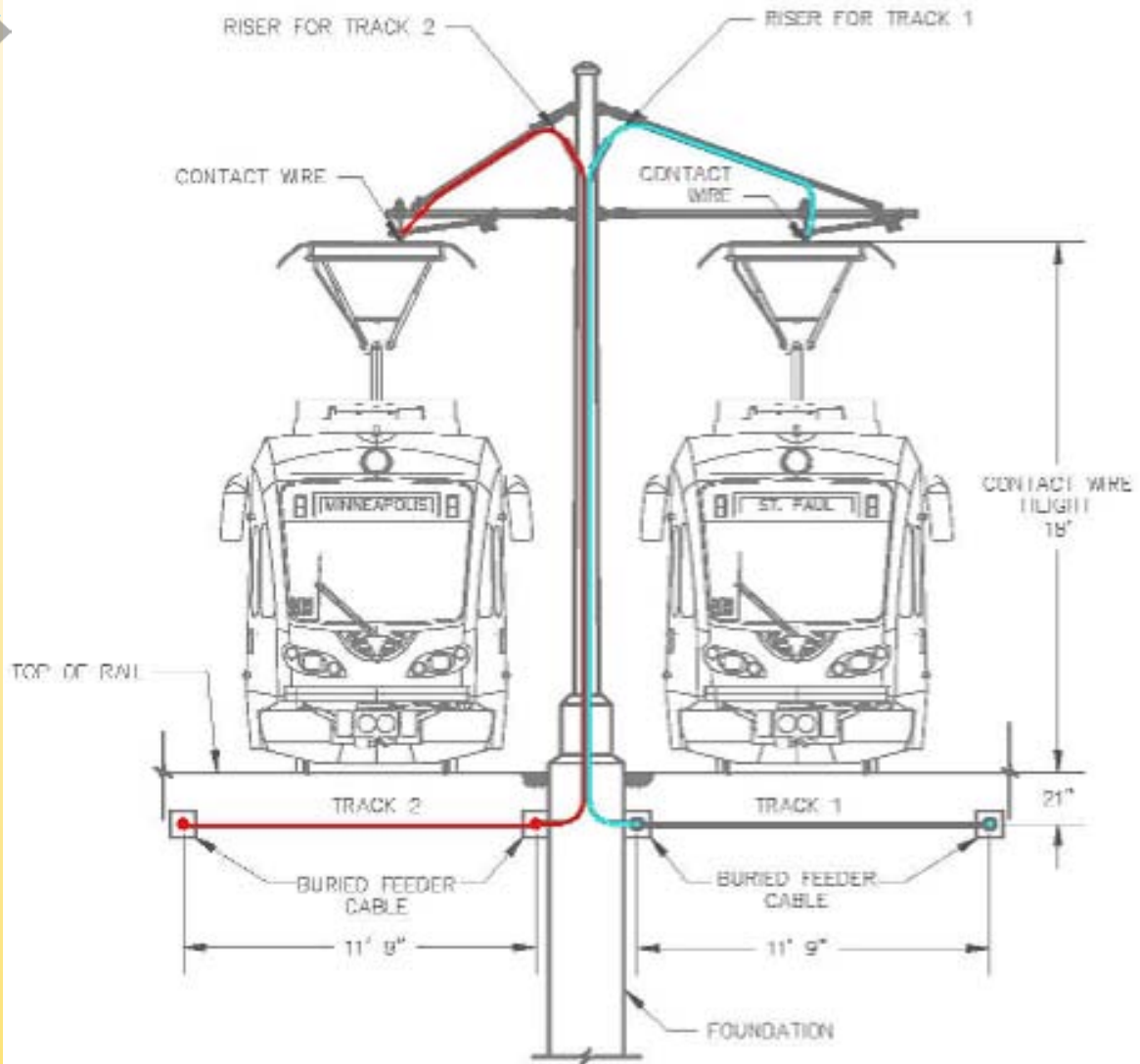
Washington Ave. Bridge to Ontario



Mitigation Measures: EMI

Central Corridor Light Rail Transit

- Double Split Power Supply
 - Installed on track guideway
 - Keeps electricity flow largely isolated at track level to achieve cancellation



Washington Avenue Transit/Ped Mall



LRT Operating Performance Standards



- Specifies vibration limits at or below the present levels along Washington Avenue
- Specifies allowable EMI levels within research labs along Washington Ave.

Pre-Revenue Service Testing



- Perform tests to verify Vibration and EMI mitigation systems comply with standards
- Follow agreed upon process
 - Council completes test 90 days before service
 - UofM reviews Council's test results during 20 day period
 - Procedure for resolving technical disputes over the test data



- **Met Council**
 - Develop and implement periodic testing during LRT operations
 - Vibration
 - EMI
 - Verify continuing effectiveness of mitigation systems



- University of Minnesota
 - Develop, operate and maintain system of on-going monitoring
 - Vibration
 - EMI
 - Provide assurances research not impacted by LRT

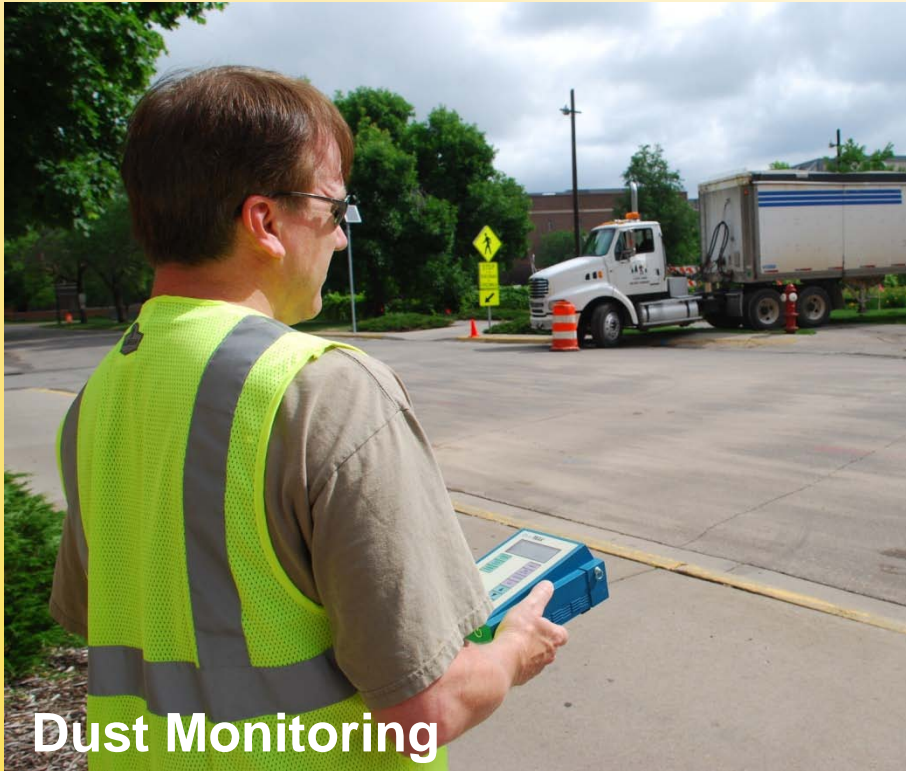
Construction Management Plan

- Limits for noise, dust and vibration during construction
- Lays out procedure for handling construction schedules and schedule changes



Monitoring during ATI Construction

Central Corridor Light Rail Transit



Dust Monitoring



Vibration Monitoring

Reimbursement of UofM Staff Expenses



- University of Minnesota may designate project manager and technical staff
 - Work with CCPO
 - Monitor activities for UofM
- Met Council will reimburse maximum of \$400,000 of allowable costs

Easements



- University will grant temporary easements for construction
- University will execute permanent easement that becomes effective when
 - Met Council completes Pre-revenue testing
 - University concurs in compliance with performance standards for Vibration and EMI



- Process to remedy Harm from vibration or EMI under three scenarios
 - No exceedance of standards but quantifiable harm
 - Exceedance of standards and quantifiable harm
 - Exceedance of standards with “intangible but no quantifiable” harm



- Resolution progression
 - Staff discussion
 - Senior management
 - Non-binding mediation with neutral third party
 - Binding arbitration
 - Legal action

Dismissal of Lawsuit

- UofM and Met Council file a stipulation seeking dismissal of UofM's 2009 lawsuit



Proposed Action



- Authorize Chair Bell to finalize and execute agreement between
 - Met Council
 - University of Minnesota
 - City of Minneapolis
 - Hennepin County
- Agreement establishes requirements for constructing and operating CCLRT through campus

Check out our website:

- www.centralcorridor.org

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