

T Transportation Committee
Meeting date: June 11, 2012
For the Council Meeting of June 27, 2012

ADVISORY INFORMATION

Date: June 5, 2012
Subject: Southwest Light Rail Transit (Green Line Extension):
Memoranda of Understanding with Canadian Pacific
and BNSF Railways
District(s), Member(s): All
Policy/Legal Reference: MN Statutes 473.3999, 473.405, and 398A.04
Staff Prepared/Presented: Brian Lamb, General Manager, 612-349-7510
Mark Fuhrmann, Dep General Manager, 612-602-1942
Chris Weyer, SWLRT Project Director, 651-373-3820
Nani Jacobson, SWLRT Assistant Director,
Environmental & Agreements, 651-373-3808
Division/Department: Metro Transit/Southwest Project Office (SPO)

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a Memoranda of Understanding (MOU) with Canadian Pacific Railway (CP) and BNSF Railway Co. for the Southwest Light Rail Transit (SWLRT) Project.

Background

On September 2, 2011, the Federal Transit Administration (FTA) approved entry of the SWLRT Project into Preliminary Engineering. With this approval, FTA identified several actions to address with respect to existing freight rail lines located in the project corridor. FTA instructed the Council to determine and address design standards for adequate safety features for street grade crossings of SWLRT, existing freight rail tracks and traffic. FTA also required an analysis of co-location and relocation of Twin Cities & Western (TC&W) freight service, as well as an analysis of the reconfiguration of CP freight tracks at various intersection points as a result of relocation and co-location options.

CP and BNSF own the existing freight rail tracks impacted by the SWLRT Project, specifically the CP MN&S and Bass Lake Spur tracks and the BNSF Wayzata Subdivision tracks. Therefore, these MOUs are required in order to accomplish the activities described by FTA prior to seeking entry into Final Design. TC&W is an operator on the CP rail lines impacted by the relocation option. A separate MOU may be needed with TC&W as analysis of the co-location and relocation options continues.

Rationale

These MOUs will establish roles and responsibilities of the parties for the purpose of designing and planning for future activities of the SWLRT Project. MOUs require Metropolitan Council authorization.

Funding

These MOUs do not require funding. The parties will enter into subsequent Professional Services Agreements as the SWLRT Project progresses.

Known Support / Opposition

CP and BNSF support their respective MOUs. No known opposition.