



Engineering Evaluation of Freight Rail Relocation Alternatives

Background

The COUNCIL has hired Kimley-Horn and Associates (KHA) to develop designs related to connecting freight rail between the Canadian Pacific (CP) owned Bass Lake Spur and the BNSF owned Wayzata Subdivision. These tracks are currently connected via the Hennepin County Regional Railroad Authority owned tracks that extend through the Kenilworth Corridor in Minneapolis. The primary freight railroad operating on this trackage is Twin Cities and Western Railroad (TC&W).

KHA, working with the COUNCIL as part of the Southwest LRT Project Office (SPO), has developed several relocation designs that would connect the Bass Lake Spur with the Wayzata Subdivision through St. Louis Park via the CP owned Minneapolis, Northfield and Southern (MN&S) Subdivision. The primary freight railroad that would operate on this trackage is TC&W. CP would continue to operate on the MN&S Subdivision. The relocation designs were developed following a review of the Draft Environmental Impact Statement (DEIS) freight rail relocation design and subsequent comments submitted by the railroads on the DEIS design.

The attached map shows the track locations as well as track ownership and operators.

In addition to this work by the COUNCIL, prior studies have evaluated alternatives rerouting the TC&W freight traffic in and around the Twin Cities area. These prior studies have identified various freight rail routes for TC&W operations. These studies are as follows:

- St. Louis Park Railroad Study, by RLK for St. Louis Park and Hennepin County, 1999
- TCWR Freight Rail Realignment Study, by HCRRA/TKDA, 2009
- Evaluation of TCWR Routing Alternatives, By Amfahr for Hennepin County, 2010
- Technical Memorandum #1, by SEH for St. Louis Park, 2010
- Technical Memorandum #2, by SEH for St. Louis Park, 2011
- Technical Memorandum #3, by SEH for St. Louis Park, 2011
- Technical Memorandum #4, by SEH for St. Louis Park, 2011

In addition to these studies, United Transportation Union (UTU) identified potential variations of rerouting in their October 4 and 7, 2013 letters.

Other information relevant to the Work includes:

- Minnesota Comprehensive Statewide Freight and Passenger Rail Plan, 2010
- DEIS Freight Rail Relocation design, by Hennepin County, 2012
- DEIS comments on Freight Rail Relocation design, 2012

Scope of Work

The CONSULTANT shall prepare a report that includes a matrix summarizing the freight rail relocation alternatives and the CONSULTANT's findings, conclusions and recommendations on viable relocation alignments based on its professional judgment and industry standards, technical (track plan and profile), safety and operational considerations, conformance with other applicable standards (AREMA, MN Statutes, Railroad Design Criteria), any significant obstacles to implementation and other potential impacts that may need to be taken into consideration. The CONSULTANT shall also report on feedback received from the railroads regarding these



considerations. Specifically, the CONSULTANT shall provide the following services according to the schedule provided:

1. Review freight rail relocation information provided by SPO including, but not limited to, the documents described above.
2. Review the results of train performance simulations developed by KHA for the COUNCIL.
3. Participate in a project kickoff meeting at the SPO in St. Louis Park, MN with project stakeholders including, but not limited to, the cities of Minneapolis and St. Louis Park, Hennepin County, MnDOT Office of Freight & Commercial Vehicle Operations as well as the freight railroads, BNSF, CP and TC&W. The kick-off meeting will consist of an overview of the following:
 - Existing freight rail track configuration and freight rail operations;
 - Alignments developed by the SPO; and
 - Alignments evaluated by others, as identified above.

This activity will include a site tour.

4. Conduct interviews with BNSF, CP Rail, TC&W Railroad and Union Pacific Railroad technical staff regarding current operations and potential relocation alternatives.
5. Conduct evaluations of the following freight rail relocation alternatives, as identified below:
 - Modified MN&S;
 - Alternative routes identified by UTU;
 - At-grade Brunswick Central;
 - Elevated Brunswick Central;
 - Alternative(s) deemed feasible during the review of prior studies;
 - Any new alternative(s) that the CONSULTANT may identify as part of the Work;
 - At-grade Brunswick West;
 - Elevated Brunswick West; and
 - Brunswick East.

Evaluations shall include identification of operational cost drivers, identification of community and other impacts and an assessment of possible operational adjustments, including the viability of breaking trains into two or more trainsets that may be required to negotiate alignments. The initial evaluation shall consist of a fatal flaw analysis that will identify alternatives that are determined to be either nonviable or worthy of future study as recommended by the CONSULTANT, based on the criteria described herein. The CONSULTANT shall provide a technical memorandum documenting the fatal flaw analysis and shall participate in a meeting at the SPO with the project stakeholders.

6. Provide input to SPO on capital costs associated with alternative alignments that are deemed viable, as appropriate.
7. Prepare and provide a draft report including a summary matrix, as described above, of the alignment alternatives for review by the COUNCIL that includes the results of the evaluations and other reviews conducted under this Scope of Work.
8. Participate in a meeting at the SPO with project stakeholders to review the draft report and receive comments.
9. Participate in and present draft findings, conclusions and recommendations at up to three Project advisory committee meetings as directed by the COUNCIL.
10. Prepare and provide a final report.

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11. Participate in a meeting at the SPO with project stakeholders to review the final report.
12. Participate in and present final findings, conclusions and recommendations at up to three Project advisory committee meetings as directed by the COUNCIL.
13. The CONSULTANT shall provide services, support or assistance not defined above as necessary and as authorized by the COUNCIL.