

**Meeting date: December 14, 2010**

For the Metropolitan Council Meeting of January 12, 2011

## ADVISORY INFORMATION

<b>Date:</b>	November 24, 2010
<b>Subject:</b>	Authorization to Acquire Pipeline Easements along Union Pacific Railroad Easement Spur in Carver and Scott Counties
<b>District(s), Member(s):</b>	District #4, Craig Peterson
<b>Policy/Legal Reference:</b>	2030 Policy Plans
<b>Staff Prepared/Presented:</b>	Bryce Pickart 651-602-1091
<b>Division/Department:</b>	MCES c/o William G. Moore 651-602-1162

### Proposed Action

That the Metropolitan Council authorize its Regional Administrator to acquire wastewater pipeline easements on the Chaska Industrial Lead, Union Pacific Railroad, in conjunction with its acquisition by Carver and Scott Counties for interim trail use.

### Background

The Chaska Industrial Lead is a spur line of the Union Pacific Railroad. The line served one customer in the city of Chaska until March 2007, when a minor bridge (south of the Minnesota River crossing) along the rail line collapsed. On December 11, 2007, Union Pacific Railroad filed an abandonment application with the Surface Transportation Board to abandon the spur.

The Council has partnered with Carver County, Scott County, City of Carver, and City of Chaska to negotiate with Union Pacific for acquisition of the rail corridor for public use, i.e. interim trail use, wastewater pipeline use, and redevelopment use. Preliminary agreement with Union Pacific has been reached for rail corridor acquisition for \$2,000,000, with Carver County serving as the lead governmental unit for acquisition.

Uses of the rail corridor are: (1) interim trail use between Merriam Junction in Scott County and the ballpark in Chaska (southwest corner of City); (2) redevelopment of remainder of corridor in Chaska; (3) MCES sanitary sewer interceptor from downtown Carver to ballpark in Chaska, which is a project scheduled for 2011 construction; and (4) future sanitary sewer interceptor and/or treated water discharge for future western Scott County WWTP (the two potential plant sites are adjacent to this rail spur).

Based on independent appraisal and the negotiated price for corridor acquisition, the MCES cost for easement acquisition is \$250,000, which will be one of the funding sources for rail corridor acquisition. Carver and Scott Counties intend to submit a parks/trails grant application to the Metropolitan Council for a portion of the costs. The four local units of government will provide the remaining funds for acquisition.

### Rationale

This rail spur acquisition provides multiple public benefits, including critical pipeline easements for MCES.

### Funding

Funding is provided in the 2010 and 2011 MCES Authorized Capital Program.

### Known Support/Opposition

Supported by the four local governmental units.