



TO: Mayor Tom Ross
Members of the City Council

FROM: Stephen Joersz, PE, PTOE, Traffic Engineer

DATE: February 5, 2024

SUBJECT: **APPROVE PLANS AND SPECIFICATIONS FOR CANADIAN PACIFIC KANSAS CITY RAIL QUIET ZONE AND AUTHORIZE A CALL FOR BIDS (4781)**

I. RECOMMENDED ACTION

1. Recommend council approve the plans and specifications for the CPKC Quiet Zone and authorize a call for bids.

II. DEPARTMENT CONTACT PERSONS

Lance Meyer, City Engineer	701-857-4100
Stephen Joersz, Traffic Engineer	701-857-4100

III. DESCRIPTION

A. Background

In 2011, the council accepted a Railroad Quiet Zone Study that laid the framework for establishing a quiet zone through Minot. In 2014, the City initiated its first quiet zone on the west side of Minot on the BNSF mainline. This quiet zone eliminated 85% of train horns through the majority of Minot. However, there are no quiet zones at any CP Rail crossings.

In 2020, council authorized SRF to update the previous quiet zone study to better inform the council on costs and impacts of a CP Rail quiet zone. Council placed \$150,000 in the 2023 budget to begin the required engineering work for the project.

B. Proposed Project

It is important to note that the related plans and specifications are for the city-provided infrastructure improvements related to the CPKC quiet zone. These improvements are primarily in the form of median barriers and sidewalk improvements.

A future agreement with Canadian Pacific Kansas City is required for the for the railroad's improvement related to the quiet zone. These improvements are primarily related to the signal and crossing arm systems.

C. Consultant Selection

N/A

IV. IMPACT:

A. Strategic Impact:

Quiet zones are important safety improvements that can be installed in urbanized areas where busy rail corridors cross roadway traffic. The reduction in train horn noise is a quality of life benefit to residents and properties along railway corridors.

B. Service/Delivery Impact:

A completed project will enhance the downtown quality of life for residents and patrons of downtown properties. The added safety benefits will also enhance downtown.

C. Fiscal Impact:

As part of the 2024-2028 City of Minot Capital Improvement Plan, funding for the CPKC Quiet Zone was to be paid by Hub City Funding. In the current budget, \$1,000,000 was approved for construction. Depending on low bids and CPKC's signal costs, a budget amendment may be required to bring additional funding into the project.

In December 2023, the City of Minot submitted an application to the NDDOT's Flexible Transportation Fund with a proposed 80% State and 20% Local cost share for the CPKC Quiet Zone construction. The State funding request was for \$800,000. If awarded, this would significantly reduce the City's cost.

Engineer's Estimate

\$717,409.20 For City infrastructure improvements

\$650,000.00 For CPKC infrastructure improvements (estimated)

\$1,367,409.20 Total estimated cost

Project Funding

Hub City Capital Infrastructure Fund

V. CITY COUNCIL ASPIRATIONS

These aspirations are achieved by adopting the proposed recommendations: dynamic and prosperous; safe and welcoming; excellent and connected.

VI. ALTERNATIVES

Alternative 1: Council could choose not to approve plans and specifications and call for bids. If this alternative is chosen, the project would either be stopped or delayed.

Alternative 2: Council could choose to modify the plans and specifications. This would delay the project as any design changes may have to be coordinated with and approved by CPKC Rail.

VII. TIME CONSTRAINTS

The project cannot be bid until council approves of the plans and specifications. The project will also wait until the NDDOT notifies the City on the status of the December 2023 Flexible Transportation Fund application. From previous conversations with the NDDOT, it is anticipated that the release of the Flexible Transportation Fund project awards will occur in February 2024.

VIII. LIST OF ATTACHMENTS

A. N/A