MIDTOWN GREENWAY

APPENDIX E

Correspondence with Canadian Pacific Kansas City Railway

METROPOLITAN COUNCIL

Kimley»Horn

APRIL 2026

October 1, 2025 *Sent via Email*

Mr. Andy Cummings
Senior Manager, Community Affairs
Canadian Pacific Kansas City
120 South 6th Street
Minneapolis, Minnesota 55402

SUBJECT: Proposed use of the CPKC Short Line Bridge and/or various ROW segments between West River Parkway in Minneapolis, 27th Ave Southeast in Minneapolis, and Cleveland Avenue in Saint Paul, Minnesota to accommodate an extension of the Midtown Greenway bicycle and pedestrian trail

Dear Mr. Cummings:

As you will recall the Minnesota State Legislature (Legislature), through its 2023 Omnibus Transportation Finance Bill, directed the Metropolitan Council (Council) to plan a continuous and dedicated bicycle/pedestrian trail from the current eastern terminus of the Midtown Greenway in Minneapolis, across the Mississippi River along the Short Line Bridge and terminating at Allianz Field in Saint Paul. The proposed trail is envisioned to pass within or beside Canadian Pacific Kansas City (CPKC) right-of-way from the Short Line Bridge to Cleveland Avenue. The state legislation also directed the Council to include a trail connection to the edge of the University of Minnesota main campus with a northwest terminus at 27th Avenue SE. This connecting trail from the main route (denoted as the "Prospect Park Connector") would potentially run along the southwest edge of CPKC ROW, adjacent to the existing storage tracks just west of I-94.

Midtown Greenway Trail Expansion Study Corridor

In response to the session law and as we have discussed in recent meetings, the Council is leading the Midtown Greenway Trail Expansion Planning Study with the guidance from a Technical Advisory Work Group comprised of staff from the Cities of St Paul and Minneapolis, the Hennepin and Ramsey County Regional Rail Authorities, the Minneapolis Parks and Recreation Board, and the Minnesota Department of Transportation. This planning study marks the beginning of the overall project development process; it is scoped to develop alternative trail concepts to only a "10% design" level and has an anticipated completion date of February 1, 2026.

The study consultant team, led by Kimley Horn, Inc., is developing and analyzing potential alignments within or along the rail corridors, including several Mississippi River bridge crossing alternatives and sub-options. The final study report will include a detailed implementation plan that lays out the steps to complete preliminary and final design. These steps will address the following processes:

- Working through federal and state environmental review processes,
- Acquiring all necessary permits,
- Purchasing land parcels or permanent easements (including CPKC ROW easements),
- Coordinating with CPKC and appropriate government agencies to create construction and operating agreements, and
- Obtaining project funding.

The study will also identify potential government agency roles throughout project development, construction, and eventual operations management.

Through this letter proposal we are asking CPKC staff to review the attached concept layouts and section drawings (Exhibits A through K) and to provide a detailed written response by December 19, 2025. A description of the proposal and attachments follows.

Proposed Midtown Greenway Trail Extension

Consistent with the Legislature's direction and as developed by the study consultant team, we are proposing a conceptual trail alignment as depicted in "Exhibit A: Proposed Alignment Concept Layout for Extending the Midtown Greenway Trail." (Please note that optional elements are included within the concept layout for the Short Line Bridge and the rail bridge crossing of I-94 beneath the Pelham Boulevard bridge.) Typical section drawings that correspond to designated points along the corridor are labeled in the concept layouts and shown in Exhibits C through K. The proposed trail alignment would utilize segments of CPKC right of way between the current Midtown Greenway east terminus above West River Parkway in Minneapolis and Cleveland Avenue in Saint Paul, and between the rail corridor "wye" east of the Mississippi River and 27th Ave SE. The planned alignment east of Cleveland Avenue would be mainly along city streets and would not require rail ROW other than an easement for a potential underpass of the mainline track east of Prior Avenue (see Exhibits A and H).

The concept layouts shown in Exhibits A and B apply the following design assumptions:

- Accounts for 50 feet offsets (wherever possible) between nearest track center and barrier fence line
- Provides minimum of 25-feet offsets throughout the corridor except on the Short Line Bridge and rail bridge crossing of I-94 beneath Pelham Blvd bridge
- Minimum 6 feet high security fence separating the trail from rail operations for segments within or immediately adjacent to CPKC ROW; fence design is to be determined but would be more substantial (i.e., less penetrable) than a cyclone fence

Please note that since our last meeting we have added to our proposal a potential trail bridge overpass linking the Prospect Park Connector trail to and from Saint Paul. This proposed trail bridge concept includes a minimum offset between piers and track centerline of 25 feet and minimum vertical clearance over track of 24 feet. (See Exhibit B for conceptual alignment and possible pier placements.)

Requested Review Direction

When reviewing the proposed trail alignment concept layout and sections, we offer the following guidance to CPKC reviewers.

Please specify how you would assess each trail alignment/ROW segment or design element based on the following categories:

1. Generally acceptable
2. Not acceptable, or
3. Might be acceptable but will require further discussion and/or design adjustments or enhancements

For any alignment segment and/or design element the reviewers find to be unacceptable, please explain the reason or reasons in your comments. For the alignment segments/elements that fall into the "might be acceptable" group, please indicate what issues may need to be resolved, what adjustments would be needed, and/or what enhancements to the corridor layout and project design should be considered. The concept layouts include station points to facilitate segment-specific references.

As CPKC conducts this segment-by-segment review, please consider and provide comment in your response on the timing of any anticipated changes to rail service or local rail network infrastructure. Are there any foreseen changes to operations and/or rail infrastructure improvements that would affect and inform trail project construction phasing?

Thank you in advance for your review of the Midtown Greenway proposed extension concept layout and comment response by Friday December 19, 2025. Please don't hesitate to call or e-mail if any clarifications are needed or other questions arise during the review process. We look forward to your written response and further discussions on this trail extension concept.

Sincerely,

Charles Carlson
Executive Director, Metropolitan Transportation Services Division

Cc: Cole Hiniker, Metropolitan Council, Multimodal Planning Manager
Steve Elmer, Metropolitan Council, Midtown Greenway Study Project Manager
Darcy Erickson, Metropolitan Council, Associate General Counsel

Attachments:

- Exhibit A: Proposed Concept Alignment Layout
- Exhibit B: Proposed Prospect Park Connector Concept Trail Layout
- Exhibits C through K: Conceptual Typical Sections

EXHIBIT A: Proposed Concept Layout for Extending the Midtown Greenway Trail

MIDTOWN GREENWAY *Trail Expansion Planning Study*

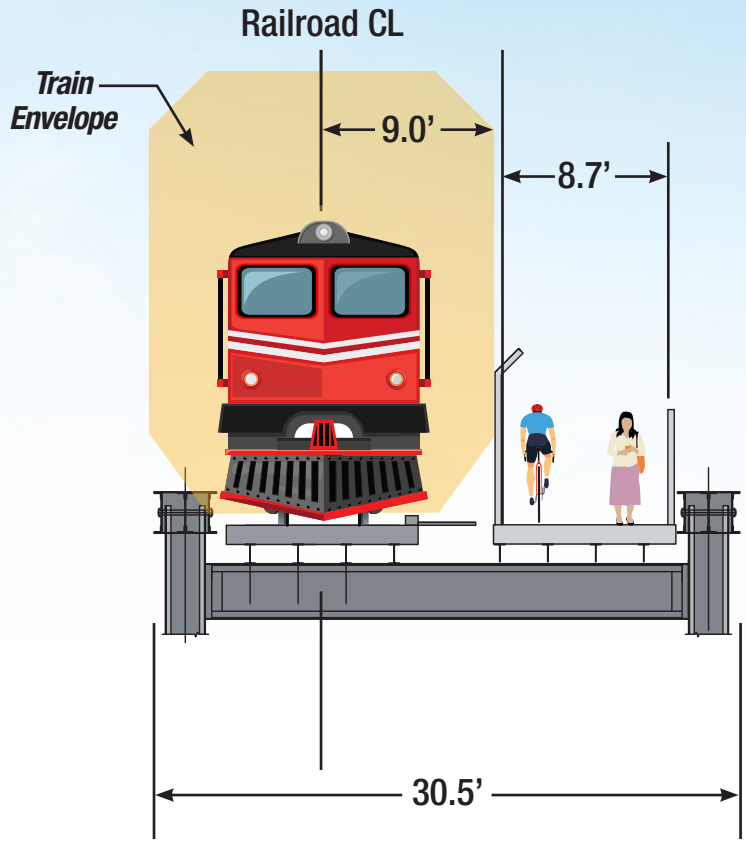
Kimley»Horn

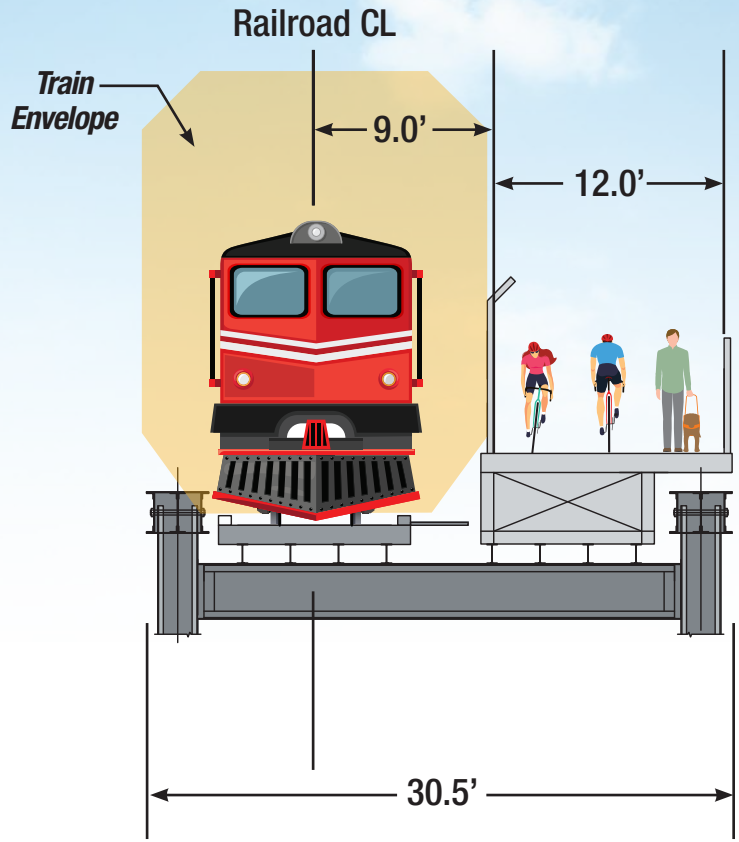
EXHIBIT B: Proposed Concept Layout for Prospect Park Connector with Bridge Overpass

MIDTOWN GREENWAY *Trail Expansion Planning Study*

Kimley»Horn

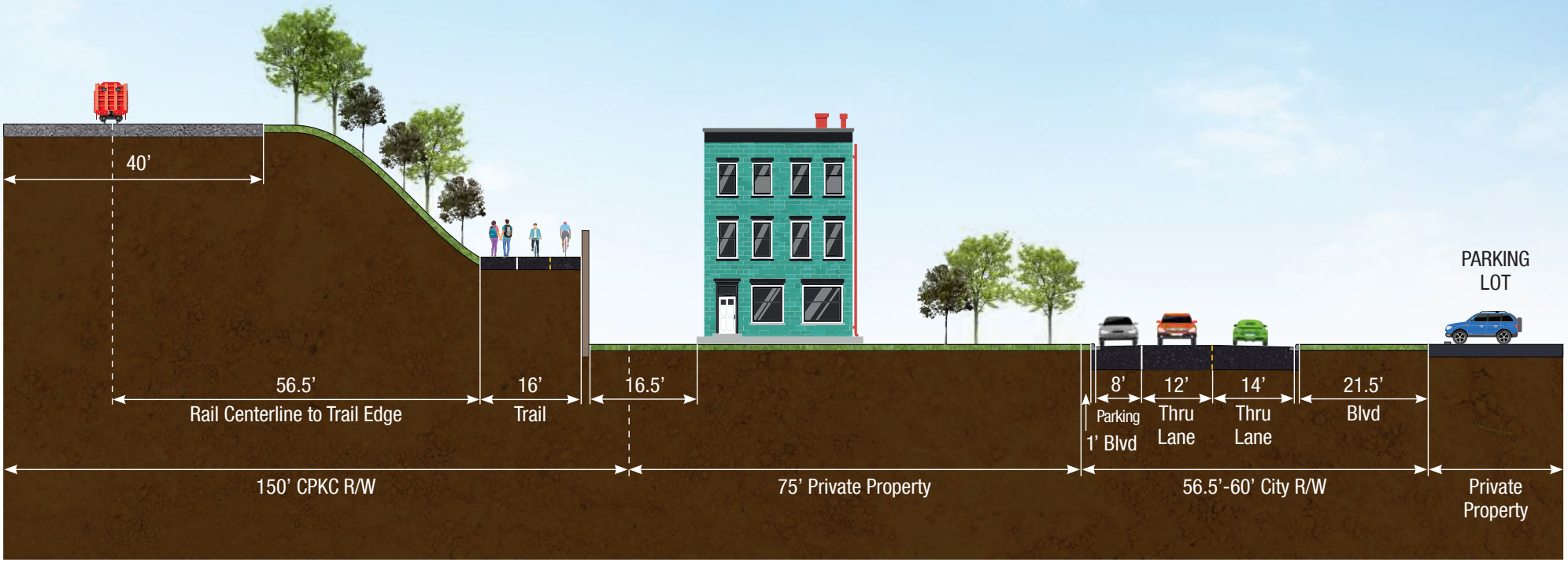
EXHIBIT C: Rail-With-Trail On Short Line Bridge





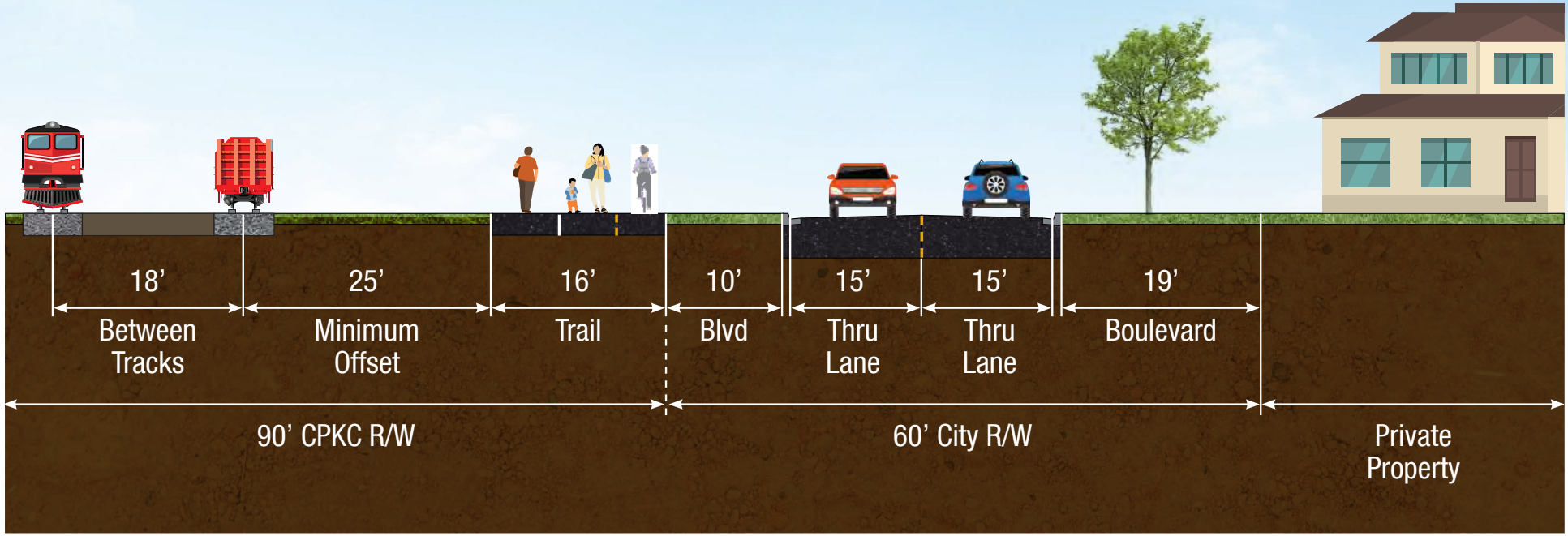
LOOKING NORTHEAST

EXHIBIT D: St Anthony Avenue Near Short Line Bridge Abutment



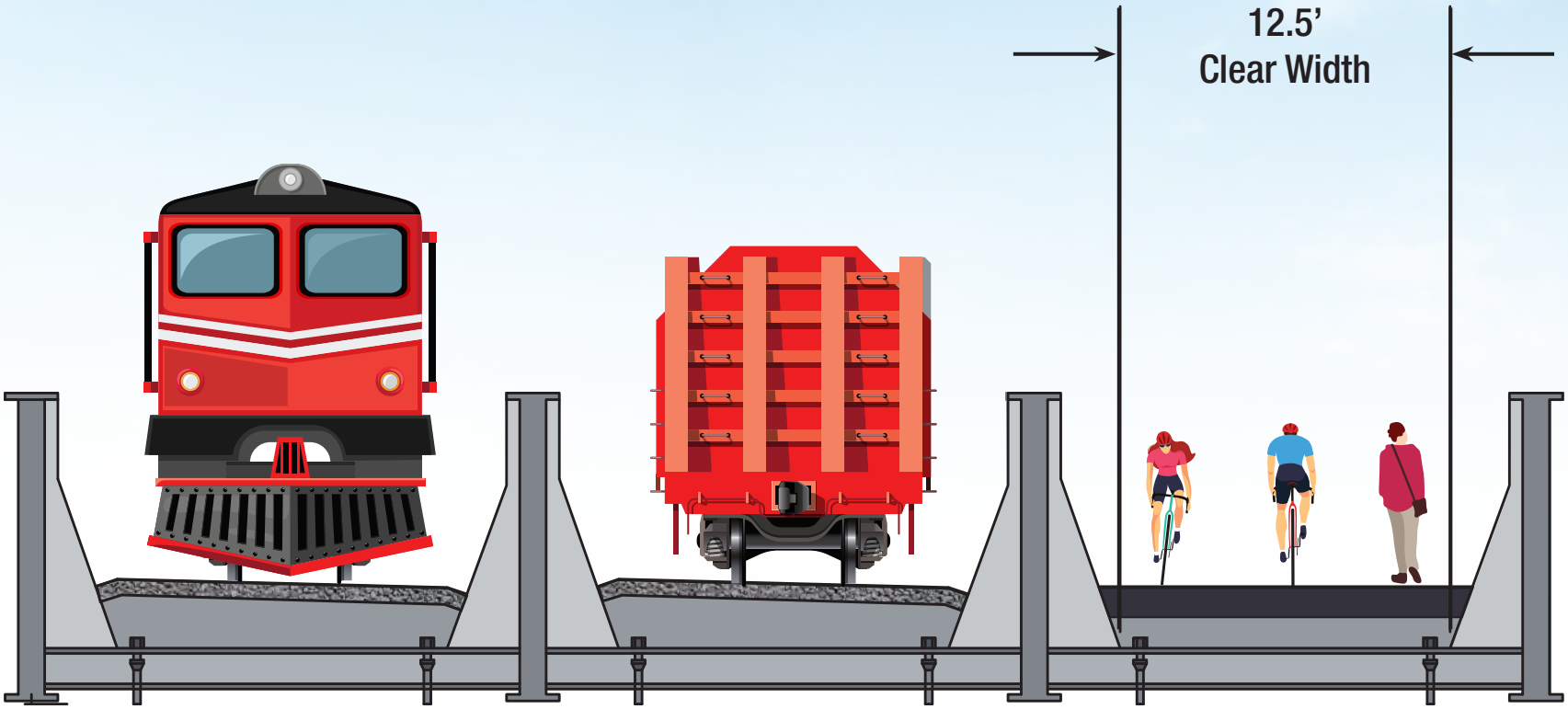
LOOKING NORTHEAST

EXHIBIT E: St Anthony Avenue East Between Railroad WYE and Pelham



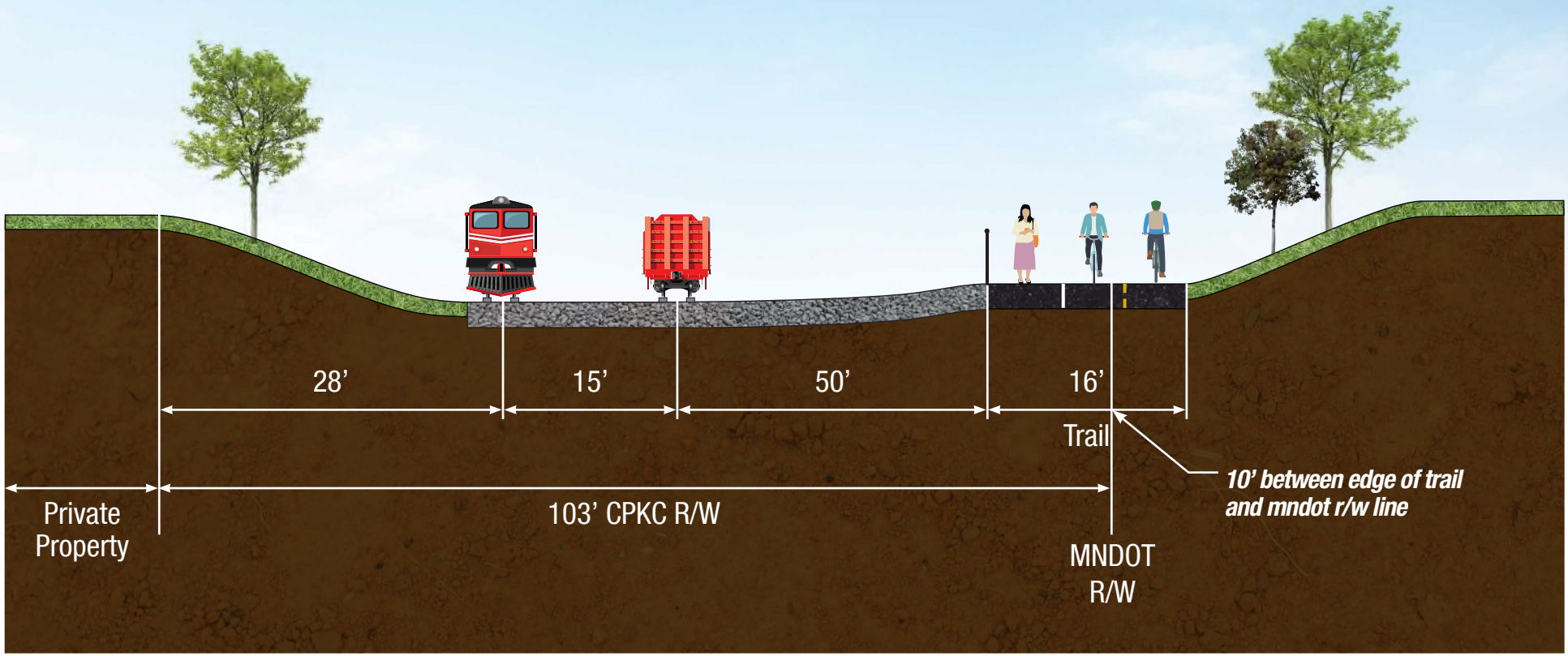
LOOKING EAST

EXHIBIT F: Rail-With-Trail On Bridge Over I-94 Near Pelham Blvd



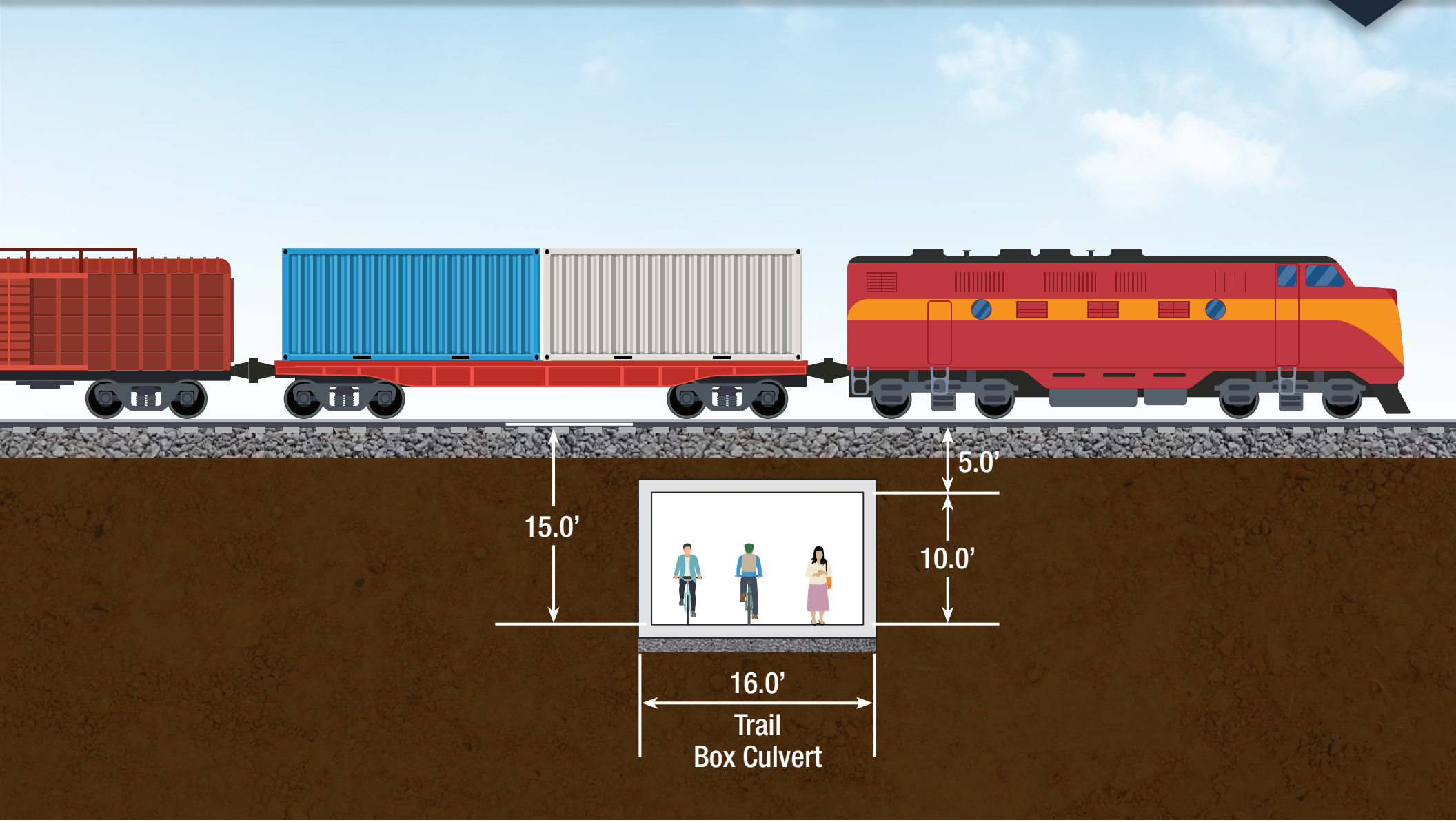
LOOKING EAST

EXHIBIT G: Trail in Rail Corridor between Pelham Blvd. and Vandalia Street



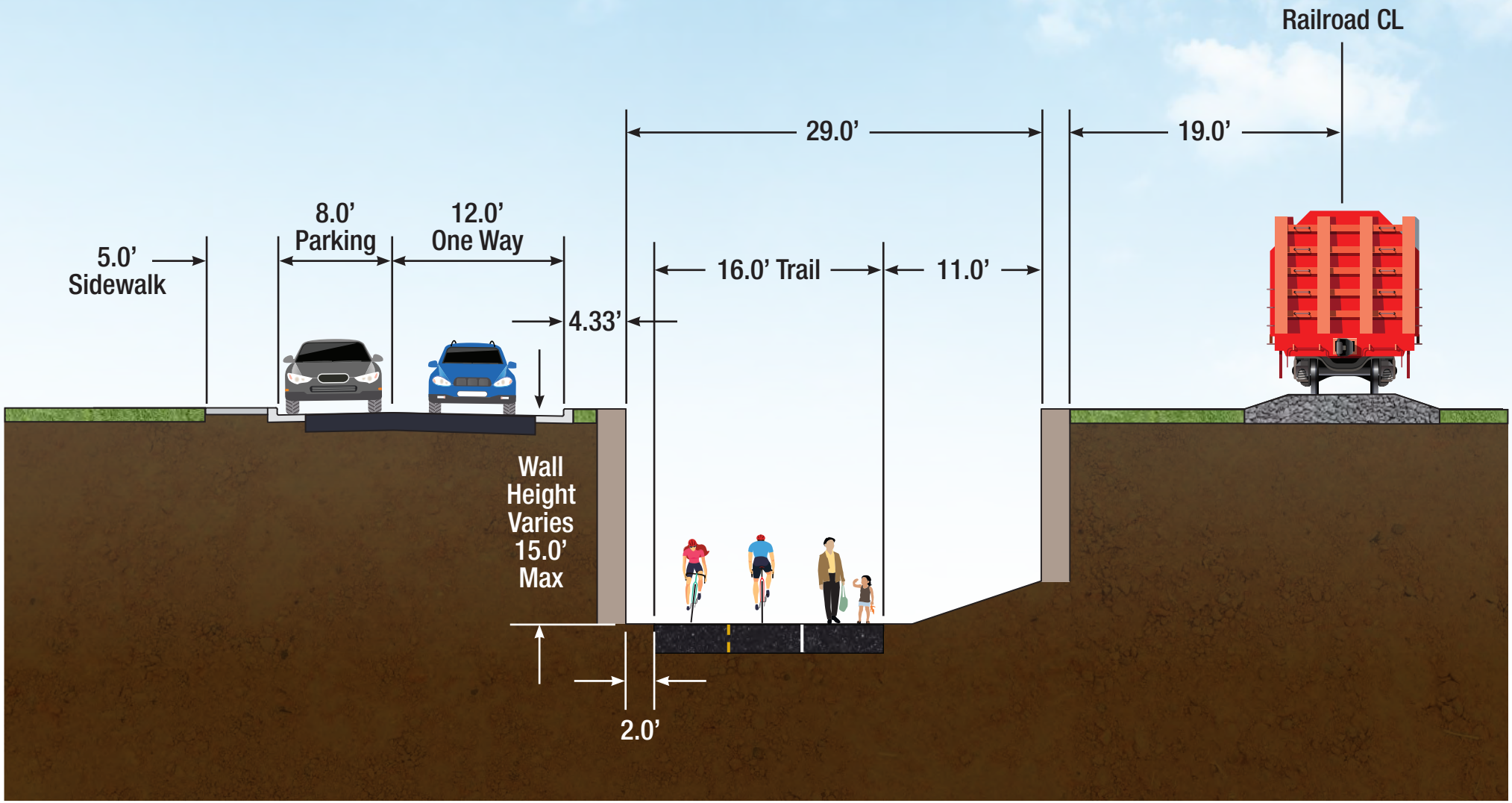
LOOKING SOUTHEAST

EXHIBIT H: Proposed Underpasses East of Prior Avenue and West of the Rail Wye



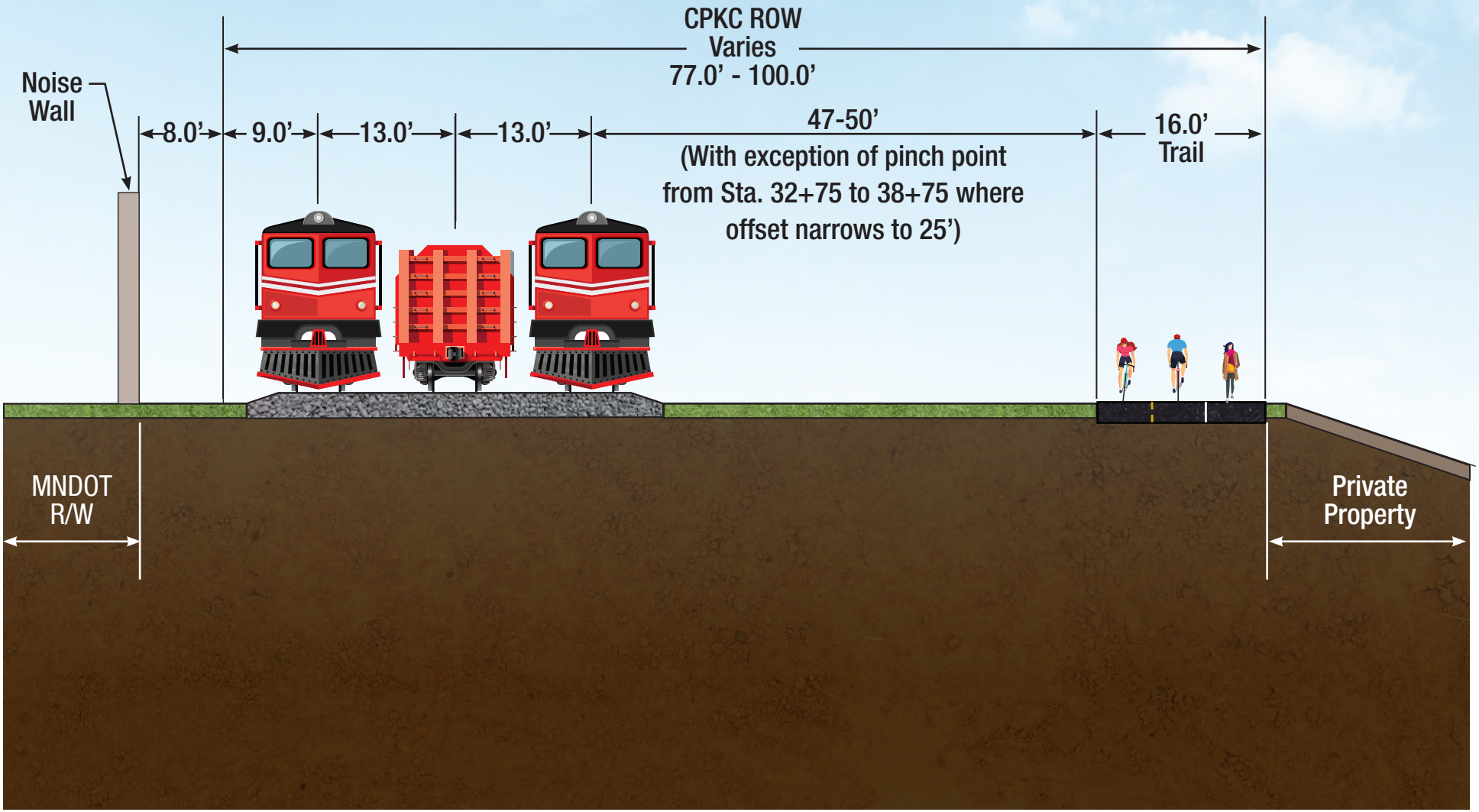
LOOKING NORTHEAST (PRIOR AVENUE), LOOKING SOUTHEAST (RAIL WYE)

EXHIBIT I: St Anthony Avenue East



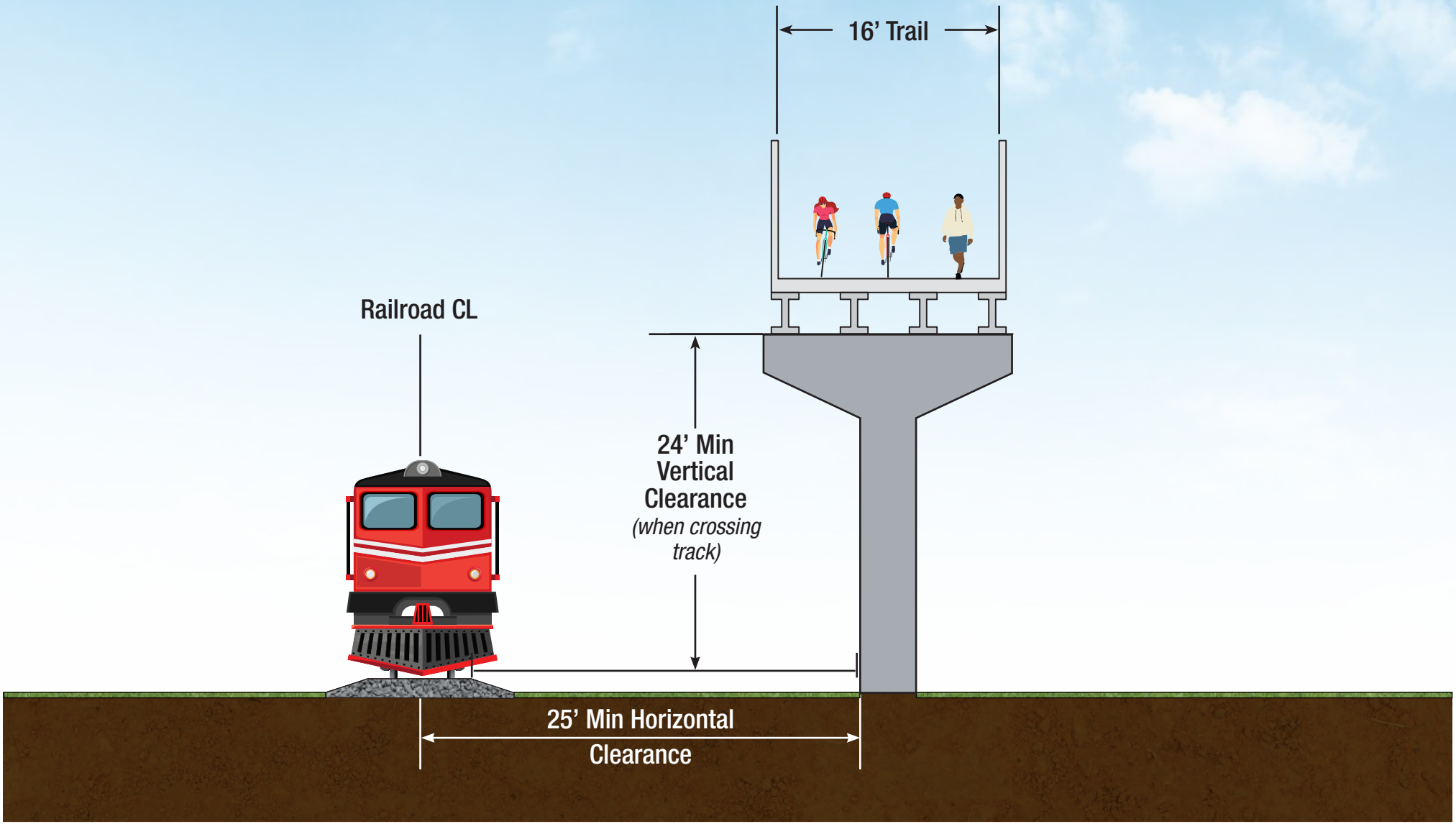
LOOKING SOUTHEAST

EXHIBIT J: Prospect Park Connector



LOOKING SOUTHEAST

EXHIBIT K: Prospect Park Connector Trail Bridge



LOOKING SOUTHEAST

Andy Cummings
Senior manager, community relations

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December 23, 2025

Charles Carlson
Executive Director, Metropolitan Transportation Services Division
Metropolitan Council

Dear Mr. Carlson,

I write in response to your October 1, 2025, letter regarding the Metropolitan Council's proposed concepts for a dedicated pedestrian/biking trail that would run parallel to CPKC's "Short Line" rail corridor, including across the Short Line Bridge in South Minneapolis. CPKC understands the Council's desire to expand biking access across the Metro and offer new routes for cyclists. Consequently, leaders within CPKC's engineering, public works, structures, and real estate spaces have studied the Council's concepts and also met with Council staff to discuss potential paths forward. This letter provides CPKC's detailed feedback and response on the proposed concepts outlined in your October 1, 2025, letter.

1. Rail Corridors and Trails: CPKC's General Approach

While CPKC understands the initial appeal of using private railroad rights-of-way and infrastructure for public pedestrian/biking trails, there are clear counterbalancing reasons that weigh against permitting such use of our rights-of-way.

- Safety and Liability: Railroad tracks are not safe places for the public to be, and therefore unnecessary proximity to active railway rights-of-way should be avoided. Across the full year of 2024, 811 people died as a result of trespassing on railroad tracks in the U.S. and another 639 were injured. Causing CPKC to share its right-of-way with the contemplated trail increases the likelihood of members of the public being drawn onto the tracks and puts them in unnecessarily close proximity to active railroad operations. This in turn increases the liability exposure for CPKC as, even when we are following our standard safe operating procedures, injury and fatality incidents can and do occur. More significantly, such incidents are very traumatic for the railroad employees involved, as well as for the families and loved ones of those who are injured and killed.
- Future Freight Service Needs: CPKC must position itself to meet the freight transportation needs of a growing local, state, and transnational economy. The need for additional siding tracks and other railroad facilities within our rights-of-way is hard to predict. CPKC strategically acquires and holds real estate along its rail lines in expectation of future business developmental opportunities; selling off or encumbering portions of those strategic holdings can

inhibit our future ability to meet those needs to the detriment of our business and the American economy.

Although there are certain locations on our rail network where CPKC historically permitted trails to be constructed close to our rail lines, such arrangements have served to reinforce the concerns and downsides summarized above. Accordingly, CPKC would not today permit some of those same proposals, which is why our approach to proposals like the Council's is much more circumspect.

2. The Council's Concepts: Short Line Bridge

In its proposal, the Council offers concepts that would place a trail on the existing Short Line Bridge or, alternatively, on a hypothetical new parallel bridge immediately to the south of this existing bridge. Responding to the Council's concepts, CPKC would note the following:

- Trail on the existing Short Line Bridge: CPKC will not make space on our bridge available for either of these concepts, nor can we envision a concept that would satisfy our concerns as bridge owner. The bridge deck is so narrow that sufficient separation is unachievable, in our view. While a robust, tall fence could address some safety concerns, we still see potential for a wide variety of accidents and injuries on such a trail segment, including people falling to the river below or accessing the track. Further, in the (highly unlikely, to be sure) scenario of a train derailment on the bridge, no fence could realistically protect cyclists and pedestrians on the bridge deck.
- Trail on a new parallel bridge: CPKC has some concerns with the bridge that the Council proposes at 79.5 feet of separation from our existing bridge, but we wouldn't necessarily oppose this option. CPKC's biggest concerns relate to inspection and maintenance of the current rail bridge, which work can involve positioning barges in the river adjacent to bridge piers, for example. If the Council's design for the (hypothetical) parallel bridge made that unworkable, CPKC would oppose construction of such a bridge. If this is an option the Council elects to pursue further, we simply ask that the Council consult with CPKC on a final design that protects our ability to inspect and maintain our own existing bridge.

The Council's Concepts: Trail on the CPKC Right-of-Way

As CPKC explained to Council staff at our virtual June 27, 2025, meeting, our standard minimum separation for trails involves 1) 50 feet of separation from the track centerline to the edge of the trail, and 2) a robust fence to keep trail users off the track. These separations mitigate risk to trail users and enable us to maintain space for future growth and development of the right-of-way, as shared in point 1 above.

Although the Council's engineering firm partially incorporated these elements, it unfortunately was not able to do so at several locations. For example, from the wye to the Interstate 94 bridge, separation is only 25-30 feet, while at the Vandalia Street overpass the separation pinches down to just 15.5 feet. CPKC closely considered the details of the rights-of-way at these locations and whether to allowing the proposed exceptions; ultimately, though, we have decided not to allow these variances from our standard requirements. For the reasons outlined above, any design CPKC would ultimately approve for sharing the right-of-way would require 50-foot separations at these locations and across the entire corridor.

Other Considerations

There are two additional ways in which the Council's concepts are incomplete and would require additional fleshing out before CPKC could fully consider them:

1. Tunnel under the track: The concept calls for a tunnel under the CPKC track east of the Short Line Bridge, near the Shriners Children's Hospital. CPKC appreciates the Council incorporating an underpass design, rather than an at-grade crossing, into the concept here. That said, more details would be needed before we could move forward with the tunnel. For example, we would ask that the tunnel extend to 50 feet from the track centerline in both directions. We would also need to coordinate details on tunnel design and construction for the protection of railway operations.
2. Financial consideration: If CPKC were to agree to the permissible elements of the Council's proposed trail design that encumbered our current and potential future uses of our right-of-way, we would need a financial offer that recognizes the market value of the unique real estate and engineering assets that make up the Council's proposal.

In sum, the Council's concepts include elements that CPKC, as owner of the assets in question, would be willing to consider moving forward on and others that it would not. We understand that CPKC's objections likely render the overall concept unworkable as proposed. We also know that the cities of Minneapolis and St. Paul, along with the Council, would like to see this expansion of the trail network proceed. While we certainly desire to be a good neighbor in the communities where we operate, we must protect the ability of our railway to perform its federally regulated common carrier obligations while also guarding against safety threats that might not be readily apparent to non-railroading members of the general public. The rail assets and right-of-way that are part of this proposal have been in continuous operation since the late 19th century. Our priority is to safely continue those operations, in furtherance of our business objectives and the U.S. economy, as long as freight shippers continue to ask for the services that this rail corridor uniquely provides. As owner of the corridor, CPKC sees that goal as incompatible with many elements of the trail concepts the Council has put forward.

Sincerely,

Andy Cummings
Senior Manager, Community Relations
Canadian Pacific Kansas City Railway
Minneapolis