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HOUSE FILE NO. 246

FIRST COMMITTEE ENGROSSMENT

January 22, 2007

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The bill was read for the first time and referred to the Committee on Finance

*Referred by Chair to Transportation Finance Division.
February 13, 2007
Returned to the Committee on Finance as Amended.*

1.1 A bill for an act
1.2 relating to transportation; requiring a study and report on feasibility of use
1.3 of light rail or commuter rail transit near the Interstate Highway 394 Corridor
1.4 and the feasibility of integrating the corridor with other region transit ways;
1.5 appropriating money.

1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.7 Section 1. **APPROPRIATION FOR STUDY.**

1.8 Subdivision 1. **Appropriation.** \$500,000 is appropriated from the general fund
1.9 to the Metropolitan Council to work in partnership with the Center for Transportation
1.10 Studies and the Center for Changing Landscapes for the purpose of conducting a study
1.11 and preparing a report, and is available through December 15, 2007.

1.12 Subd. 2. **Rail transit feasibility study.** The Center for Changing Landscapes
1.13 shall conduct a study of the feasibility of the use of light rail or commuter rail transit
1.14 in a corridor to be designated within an area between a line two miles to the south of
1.15 marked Interstate Highway 394 and marked Trunk Highway 55 extending from downtown
1.16 Minneapolis to Ridgedale Drive in Minnetonka, with the alternative of extending to
1.17 Wayzata. The study must include consideration of the feasibility of integrating the
1.18 proposed rail transit corridor with other existing and proposed transit ways in the region.

1.19 Subd. 3. **Elements of feasibility study.** The rail transit feasibility study must
1.20 include, without limitation:

1.21 (1) an identification of major operational characteristics of light rail and commuter
1.22 rail transit in the corridor;

1.23 (2) a quantification of capital and operating costs;

- 2.1 (3) an evaluation of the interface of a rail transit system with other transportation
2.2 systems in the corridor;
- 2.3 (4) an evaluation of the impact of a rail transit system on land use and urban
2.4 development;
- 2.5 (5) an estimate of the cost and impact of necessary associated exercise of eminent
2.6 domain;
- 2.7 (6) an evaluation of the impact of a rail transit system on energy and the environment;
- 2.8 (7) an estimate of ridership potential;
- 2.9 (8) a cost-benefit analysis that compares the total cost of the project with the benefits
2.10 of a rail transit line, to its users, other users of the highway, and adjacent property owners;
- 2.11 (9) an identification of potential sources of federal, state, local, private, and other
2.12 funds;
- 2.13 (10) an identification of the conditions necessary for rail transit to be feasible in
2.14 the Interstate Highway 394 Corridor; and
- 2.15 (11) an evaluation of the feasibility of integrating the proposed rail transit corridor
2.16 with other existing and proposed transit ways in the region.

2.17 Subd. 4. **Report.** The Center for Changing Landscapes and the Center for
2.18 Transportation Studies, in partnership with the Metropolitan Council, shall prepare
2.19 a written report of this study and submit it no later than December 15, 2007, to the
2.20 legislature, in compliance with Minnesota Statutes, sections 3.195 and 3.197, and to
2.21 the chairs and ranking minority members of the senate and house of representatives
2.22 committees with jurisdiction over transportation.

2.23 **Sec. 2. EFFECTIVE DATE.**

2.24 This act is effective the day following final enactment.