

1.1 A bill for an act
1.2 relating to transportation; requiring Metropolitan Council to study and report on
1.3 feasibility of use of light rail or commuter rail transit in or near the Interstate
1.4 Highway 394 Corridor and the feasibility of combining the Interstate Highway
1.5 394 and Southwest Rail Transit Corridors; appropriating money.

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

1.7 Section 1. **RAIL TRANSIT FEASIBILITY STUDY.**

1.8 The Metropolitan Council shall conduct a study of the feasibility of the use of light
1.9 rail or commuter rail transit in a corridor aligned on marked Interstate Highway 394 or
1.10 between marked Interstate Highway 394 and marked Trunk Highway 55, from downtown
1.11 Minneapolis to Ridgedale Drive in Minnetonka, with the alternative of extending to
1.12 Wayzata. The study must include consideration of the feasibility of combining the
1.13 Southwest Rail Transit Corridor with the Interstate Highway 394 Corridor between
1.14 downtown Minneapolis and a point of divergence west of downtown. The Metropolitan
1.15 Council may hire a consultant to assist in the study and report under section 3.

1.16 Sec. 2. **ELEMENTS OF FEASIBILITY STUDY.**

1.17 The rail transit feasibility study must include, without limitation:

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

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

1.21 (3) an evaluation of the interface of a rail transit system with other transportation
1.22 systems in the corridor;

1.23 (4) an evaluation of the impact of a rail transit system on land use and urban
1.24 development;

- 2.1 (5) an estimate of the cost and impact of necessary associated exercise of eminent
2.2 domain;
- 2.3 (6) an evaluation of the impact of a rail transit system on energy and the environment;
- 2.4 (7) an estimate of ridership potential;
- 2.5 (8) a cost-benefit analysis that compares the total cost of the project with the benefits
2.6 of a rail transit line, to its users, other users of the highway, and adjacent property owners;
- 2.7 (9) an identification of potential sources of federal, state, local, private, and other
2.8 funds;
- 2.9 (10) an identification of the conditions necessary for rail transit to be feasible in
2.10 the Interstate Highway 394 Corridor; and
- 2.11 (11) an evaluation of the feasibility of combining the Southwest Rail Transit
2.12 Corridor with the Interstate Highway 394 Corridor between downtown Minneapolis and
2.13 a point of divergence west of downtown.

2.14 Sec. 3. **REPORT.**

2.15 The Metropolitan Council shall prepare a written report of this study and submit
2.16 it no later than December 15, 2007, to the legislature, in compliance with Minnesota
2.17 Statutes, sections 3.195 and 3.197, and to the chairs and ranking minority members of the
2.18 senate and house of representatives committees with jurisdiction over transportation.

2.19 Sec. 4. **APPROPRIATION.**

2.20 \$500,000 is appropriated from the general fund to the Metropolitan Council for
2.21 the purpose of conducting this study and preparing this report, and is available through
2.22 December 15, 2007.

2.23 Sec. 5. **EFFECTIVE DATE.**

2.24 This act is effective the day following final enactment.