

A bill for an act relating to transit; conditionally permitting the Counties Transit Improvement Board (“CTIB”) and/or Hennepin County to provide additional money for Capital requirements of the Southwest Light Rail project in lieu of any additional State contribution

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

Section 1.

Minnesota Statutes 2016, section 297A.992 is amended as follows:

Subd. 13. **Southwest Light Rail.** Notwithstanding Section 297A.992 Subd. 12, or any other law, the Joint Powers Board provided for in Section 297A.992, and/or Hennepin County, may provide additional money for Capital expenses of the Southwest Light Rail project supplanting or in lieu of State money, if and only if all of the following conditions are met:

(a) No additional State money is provided for the Southwest Light Rail Project in the 2016 Session.

(b) The alignment must be moved out of the Kenilworth Corridor.

(c) The alignment may follow the Greenway to the I-35W Corridor, then proceeding on an elevated right of way towards Downtown Minneapolis; alternatively the alignment may be routed towards Downtown Minneapolis anywhere from Hennepin Avenue to the I-35W Corridor. The alignment may not proceed on the Greenway further east than I-35W. Any alignment reaching I-35W must at a minimum be designed to accommodate future expansion into a transit hub linking city street bus service, I-35W bus service, Light Rail, park and ride, and any future bus service to the east on the Greenway.

(d) Any Greenway alignment must reach and serve a Station contiguous with the Minneapolis Convention Center; the Convention Center Station must at a minimum be designed to accommodate future expansion into a transit hub linking Light Rail with all commuter express buses serving Downtown Minneapolis.

(e) Any Greenway alignment must enable service on the Blue Line to be extended to reach, at a

minimum, the Convention Center Station, and Blue Line service may be extended to any further point, up to the full length of the Southwest Light Rail corridor.

(f) Any Greenway alignment must include a “Chain of Lakes” Station between Lake Calhoun and Lake of the Isles; stops at this Station may be omitted one way or both ways during rush hours; this Station may be developed cooperatively with the Minneapolis Parks and Recreation Board, and in the event of such cooperation may include

i) a “Land Bridge” from Lake Calhoun to Lake of the Isles;

ii) a plan to link the “Chain of Lakes” Station with an extension of the historical streetcar running from Lake Harriet.

(g) The Federal Transit Administration (“FTA”) must enter into a legally binding agreement allowing the Southwest Light Rail project to remain in its current status within the New Starts program while the required supplemental environmental review process is completed for the new alignment.