

1.1 ..... moves to amend H.F. No. 1480 as follows:

1.2 Page 1, line 10, after "arterial" insert "or highway"

1.3 Page 1, line 12, delete "controlled" and insert "separated"

1.4 Page 1, line 17, strike "controlled" and insert "separated"

1.5 Page 1, line 20, after "(ii)" insert "as applicable, each line for dedicated bus service,  
1.6 which may include arterial or" and delete "and dedicated busways" and insert ", limited  
1.7 stop bus service, and express bus service"

1.8 Page 2, line 12, delete "Controlled" and insert "Separated"

1.9 Page 2, line 13, after the period insert "Separated rights-of-way does not include a  
1.10 shoulder, dynamic shoulder lane, or priced lane under section 160.93."

1.11 Page 3, line 5, delete "and" and before the period insert ", demand-response service, and  
1.12 special transportation service under section 473.386"

1.13 Page 3, line 30, after "ridership" insert ", farebox recovery ratio,"

1.14 Page 3, line 31, after "for" insert "(1)"

1.15 Page 4, line 1, before the period insert "; and (2) demand-response service and special  
1.16 transportation service"

1.17 Page 4, line 2, after the period insert "The section must identify performance standards  
1.18 for farebox recovery and identify each of those routes and lines in which the standards are  
1.19 not met."

1.20 Page 4, after line 22, insert:

1.21 "Sec. 2. Minnesota Statutes 2016, section 473.13, subdivision 1b, is amended to read:

1.22 Subd. 1b. **Light Rail transit operating costs.** (a) If the council submits to the legislature  
1.23 or governor a budget that includes proposed operating assistance for one or more light rail

2.1 transit lines operated by the council, the budget must show the proposed operating assistance  
2.2 for each light rail transit line separately from all other transit operating assistance in that  
2.3 budget.

2.4 (b) The council is prohibited from adopting a budget in which the combined operating  
2.5 expenditures for light rail transit and commuter rail are identified as more than 25 percent  
2.6 of the total transportation operating expenditures, excluding passthrough grants.

2.7 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following  
2.8 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,  
2.9 Scott, and Washington.

2.10 Sec. 3. **REGULAR ROUTE FARES.**

2.11 (a) On or before January 1, 2018, the Metropolitan Council must impose a fare increase  
2.12 for regular route transit service, and may impose fare increases for other transit service as  
2.13 appropriate and subject to Minnesota Statutes, section 473.408.

2.14 (b) Prior to determining the amount of fare increase, the council must implement a  
2.15 process that, at a minimum, includes:

2.16 (1) analysis of fares and farebox recovery in peer regions;

2.17 (2) estimation of the impacts to (i) ridership, (ii) farebox revenue, and (iii) farebox  
2.18 recovery ratios across all transit routes and lines in revenue operation;

2.19 (3) review and comment by the transportation advisory board under Minnesota Statutes,  
2.20 section 473.146, subdivision 4; and

2.21 (4) input from transit stakeholders, including but not limited to transit riders, replacement  
2.22 service providers under Minnesota Statutes, section 473.388, and the Transportation  
2.23 Accessibility Advisory Committee under Minnesota Statutes, section 473.375, subdivision  
2.24 9a.

2.25 (c) By the earlier of November 30, 2017, or two weeks following approval of a fare  
2.26 increase, the council must submit a notification to the chairs and ranking minority members  
2.27 of the legislative committees with jurisdiction over transportation policy and finance. The  
2.28 notification must summarize the process implemented in paragraph (b), identify the revised  
2.29 fare schedule, and provide the information developed in paragraph (b), clauses (1) and (2).

2.30 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following  
2.31 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,  
2.32 Scott, and Washington.

3.1 Sec. 4. **LIGHT RAIL TRANSIT; FEDERAL AGREEMENTS.**

3.2 Unless specifically authorized by law, the Metropolitan Council is prohibited from  
3.3 entering into a full funding grant agreement with the Federal Transit Administration for the  
3.4 proposed Southwest light rail transit line or for the proposed Bottineau light rail transit line.

3.5 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following  
3.6 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,  
3.7 Scott, and Washington."

3.8 Renumber the sections in sequence and correct the internal references

3.9 Amend the title accordingly