

## S.F. No. 1345 – Cost-Benefit Analysis Required for Proposed Guideways

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**S.F. 1345** requires cost-benefit analysis for proposed guideways.

**Section 1 [Guideway cost-benefit analysis]** establishes the criteria and standards used in a cost-benefit analysis for a proposed guideway. Effective the day following final enactment in the seven-county metropolitan area, but does not apply to the Gold Line bus rapid transit project.

**Subdivision 1** defines terms.

**Subdivision 2** requires a cost-benefit analysis from the unit of government responsible for the environmental analysis of the proposed guideway.

**Paragraph (a)** requires the analysis to be conducted prior to the selection of a locally preferred alternative and submitted to the commissioner of transportation and Metropolitan Council within 30 days of its completion.

**Paragraph (b)** requires the responsible unit of government to determine alternative service options to the proposed guideway.

**Paragraph (c)** requires the following information in a cost-benefit analysis for each proposed guideway or alternative project option:

- An estimate of the increase or decrease of vehicles on the road and, if a proposal includes a capacity expansion, the number of additional vehicles accommodated by the expansion;
- The amount of revenue derived from fares, gasoline taxes, and motor vehicle sales taxes;
- The estimated ongoing maintenance costs, the entity responsible for paying the costs, and the percentage of costs attributable to each entity;

- The estimated future capital costs, the entity responsible for paying the costs, and the percentage of costs attributable to each entity;
- The estimated economic benefit attributable to the project option;
- The estimated construction timeline and an estimate on the construction's local impact;
- The estimated increase or decrease in vehicle collisions due to the number of projected vehicles on the road;
- The estimated costs of altering or stopping work on a project option;
- The estimated travel time along the route, including time spent waiting for transit, changing modes of transportation, and other time spent related to travel but not inside a transit vehicle; and
- The estimated increase or decrease in carbon emissions or environmental pollutants.

**Paragraph (c)** also requires the following information for proposed busway or guideway project options:

- Estimated ridership numbers;
- How travel time for vehicles would be affected by an estimated reduction in vehicle traffic.

**Paragraph (d)** requires the analysis to determine how many miles of arterial bus rapid transit, regular route bus service, or congestion mitigation could be funded for the amount proposed to be spent on a guideway project.

**Paragraph (e)** permits responsible governmental units to request assistance from either MnDOT or the Metropolitan Council. MnDOT and the Metropolitan Council must provide the assistance and may charge the responsible governmental unit for reasonable expenses.

**Section 2 [Guideway cost-benefit analysis; transition]** requires MnDOT and the Metropolitan Council to perform the cost-benefit analysis set forth in **section 1** for each guideway project. Applies to guideway projects where a locally preferred alternative has been selected prior to enactment of the bill but is not in revenue operation by the effective date. Requires the analysis be posted on MnDOT's and the Metropolitan Council's website. Requires submission to the legislative auditor and the legislative transportation committees.