

This Document can be made available in alternative formats upon request

State of Minnesota  
HOUSE OF REPRESENTATIVES  
NINETIETH SESSION

H. F. No. 3469

03/08/2018 Authored by Runbeck, Hertaus, McDonald, Neu, Barr, R., and others  
The bill was read for the first time and referred to the Committee on Transportation and Regional Governance Policy

1.1 A bill for an act  
1.2 relating to mass transit; requiring a transit system development implementation  
1.3 plan.

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

1.5 Section 1. NONFIXED GUIDEWAY TRANSIT SYSTEM DEVELOPMENT  
1.6 IMPLEMENTATION PLAN.

1.7 Subdivision 1. Implementation plan required. (a) By August 1, 2020, the Metropolitan  
1.8 Council must adopt an implementation plan for nonfixed guideway transit system  
1.9 development in the metropolitan area that meets the requirements of this section.

1.10 (b) In developing the implementation plan, the Metropolitan Council must review and  
1.11 evaluate peer transit systems in other states.

1.12 (c) Upon adoption, the council must submit a copy of the implementation plan to the  
1.13 members and staff of the legislative committees with jurisdiction over transportation policy  
1.14 and finance.

1.15 Subd. 2. Implementation plan contents. At a minimum, the implementation plan must:

1.16 (1) establish a comprehensive system design for transit enhancement, expansion,  
1.17 cost-effectiveness, and performance;

1.18 (2) propose an implementation schedule or timeline;

1.19 (3) incorporate goals and objectives from the transportation policy plan under Minnesota  
1.20 Statutes, section 473.146, with priority given to:

1.21 (i) increasing transit ridership at a rate or to a level specified in the plan;

- 2.1 (ii) improving accessibility and mobility for transit-dependent and historically underserved  
2.2 or under-represented populations;
- 2.3 (iii) improving customer experience through improvements in transit service, travel time,  
2.4 facilities, services, and amenities;
- 2.5 (iv) congestion relief; and
- 2.6 (v) safety;
- 2.7 (4) identify corridors and preliminary routing for expansion of:
- 2.8 (i) arterial bus rapid transit;
- 2.9 (ii) highway bus rapid transit; and
- 2.10 (iii) express bus service;
- 2.11 (5) address transit facility modernization, capital expansion, and ongoing system  
2.12 operations and maintenance;
- 2.13 (6) identify technology solutions that improve transit passenger services and reduce  
2.14 operating costs, including but not limited to real-time schedule information, increased and  
2.15 improved bus shelters and stations, low-floor buses, fare payments system improvements,  
2.16 traffic management techniques for reduced travel time, and fleet management system  
2.17 improvements;
- 2.18 (7) contain no light rail transit, commuter rail, or streetcar project development or  
2.19 construction, except as provided in clause (9);
- 2.20 (8) provide financial information, which must:
- 2.21 (i) identify estimated revenue, estimated expenditures, the amount of any additional  
2.22 revenue necessary to implement the plan, and a funding strategy or proposal for any identified  
2.23 revenue gap;
- 2.24 (ii) detail revenue sources;
- 2.25 (iii) detail operating and capital expenditures; and
- 2.26 (iv) summarize financial data for each corridor identified under clause (4), including  
2.27 estimated capital costs and annual operations and maintenance costs based on the available  
2.28 level of detail; and
- 2.29 (9) compare annual and total revenue and expenditures, including operating, capital,  
2.30 and capital maintenance, in (i) the implementation plan, with (ii) the current transportation

3.1 policy plan, including all light rail transit lines in project development prior to the effective  
3.2 date of this section.

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