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State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-FOURTH SESSION

H. F. No. 4449

03/18/2026 Authored by Jones, Sencer-Mura, Kraft and Tabke
The bill was read for the first time and referred to the Committee on Transportation Finance and Policy

1.1 A bill for an act
1.2 relating to transportation; modifying certain requirements governing transit
1.3 planning, project development, performance, and related transit-oriented
1.4 development, including to establish performance measures, require a transit system
1.5 investment framework, limit certain highway projects, and establish zoning
1.6 requirements; providing for certain reallocations of funds; requiring a report;
1.7 amending Minnesota Statutes 2024, sections 473.121, by adding a subdivision;
1.8 473.146, subdivision 3; 473.1466; 473.371, by adding a subdivision; 473.405,
1.9 subdivision 3; 473.852, by adding a subdivision; proposing coding for new law
1.10 in Minnesota Statutes, chapter 473.

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

1.12 Section 1. Minnesota Statutes 2024, section 473.121, is amended by adding a subdivision
1.13 to read:

1.14 Subd. 37. High frequency service. "High frequency service" means regular route transit
1.15 in which transit vehicle departures and subsequent vehicle arrivals at a transit stop or station
1.16 for each route are scheduled to meet:

1.17 (1) on weekdays, service intervals of ten minutes or less over a period of at least 12
1.18 hours;

1.19 (2) on weekends, service intervals of 15 minutes or less over a period of at least 12 hours;
1.20 and

1.21 (3) daily between 9:00 p.m. and midnight, service intervals of 15 minutes or less.

1.22 Sec. 2. Minnesota Statutes 2024, section 473.146, subdivision 3, is amended to read:

1.23 Subd. 3. Development guide; Transportation policy plan. (a) The transportation
1.24 chapter policy plan must include policies relating to all transportation forms and be designed

2.1 to promote the legislative determinations, policies, ~~and~~ goals, and performance measures
 2.2 set forth in section 473.371. In developing the transportation policy plan, the council must
 2.3 establish a process to solicit, collect, and evaluate public input throughout the metropolitan
 2.4 area.

2.5 (b) In addition to the requirements of subdivision 1 regarding the contents of the policy
 2.6 plan, the nontransit element of the transportation ~~chapter~~ policy plan must include the
 2.7 following:

2.8 (1) a statement of the needs and problems of the metropolitan area with respect to the
 2.9 functions covered, including the present and prospective demand for and constraints on
 2.10 access to regional business concentrations and other major activity centers and the constraints
 2.11 on and acceptable levels of development and vehicular trip generation at such centers;

2.12 (2) the objectives of and the policies to be forwarded by the policy plan;

2.13 (3) a general description of the physical facilities and services to be developed;

2.14 (4) a statement as to the general location of physical facilities and service areas;

2.15 (5) a general statement of timing and priorities in the development of those physical
 2.16 facilities and service areas;

2.17 (6) a detailed statement, updated every two years, of timing and priorities for
 2.18 improvements and expenditures needed on the metropolitan highway system;

2.19 (7) a general statement on the level of public expenditure appropriate to the facilities;
 2.20 and

2.21 (8) a long-range assessment of air transportation trends and factors that may affect airport
 2.22 development in the metropolitan area and policies and strategies that will ensure a
 2.23 comprehensive, coordinated, and timely investigation and evaluation of alternatives for
 2.24 airport development.

2.25 (c) The council ~~shall~~ must develop the nontransit element in consultation with the
 2.26 transportation advisory board and the Metropolitan Airports Commission and cities having
 2.27 an airport located within or adjacent to its corporate boundaries. The council ~~shall~~ must also
 2.28 take into consideration the airport development and operations plans and activities of the
 2.29 commission. The council ~~shall~~ must transmit the results to the state Department of
 2.30 Transportation.

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

3.4 Sec. 3. Minnesota Statutes 2024, section 473.1466, is amended to read:

3.5 **473.1466 TRANSPORTATION SYSTEM PERFORMANCE EVALUATION.**

3.6 (a) Prior to each major revision of the transportation policy plan, the council must carry
3.7 out a performance evaluation of the metropolitan area's transportation system as a whole.

3.8 The performance evaluation must:

3.9 (1) evaluate the area's ability to meet the need for effective and efficient transportation
3.10 of goods and people;

3.11 (2) evaluate trends and their impacts on the area's transportation system;

3.12 (3) assess the region's success in meeting the currently adopted regional transportation
3.13 benchmarks and the performance measures under section 473.371, subdivision 3; and

3.14 (4) include an evaluation of the regional transit system, including a comparison with
3.15 peer metropolitan regions with regard to key operating and investment measurements.

3.16 (b) The council must update the evaluation of the regional transit system every two
3.17 years.

3.18 (c) The council ~~shall~~ must use the results of the performance evaluation to make
3.19 recommendations for improving the system in each revision of the transportation policy
3.20 plan.

3.21 (d) The council must conduct a peer review of the performance evaluation using at least
3.22 two nationally recognized transportation and transit consultants.

3.23 (e) The council must submit the performance evaluation to the chairs and ranking minority
3.24 members of the house of representatives and senate committees and divisions with jurisdiction
3.25 over transportation finance and policy.

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

4.1 Sec. 4. Minnesota Statutes 2024, section 473.371, is amended by adding a subdivision to
4.2 read:

4.3 Subd. 3. **Transit performance measures.** (a) The council must incorporate performance
4.4 measures as specified under this subdivision in its transit system planning, analysis, and
4.5 evaluation.

4.6 (b) A service density performance measure is the number of residents located within
4.7 one-half mile of a regular route transit stop or station for high frequency service, as follows:

4.8 (1) 250,000 beginning in 2030;

4.9 (2) 500,000 beginning in 2035; and

4.10 (3) 1,000,000 beginning in 2040.

4.11 (c) An efficiency performance measure is a decrease in average transit operating costs
4.12 by at least the following, compared with the average operating costs over calendar years
4.13 2023 to 2025:

4.14 (1) percent by 2030;

4.15 (2) percent by 2035; and

4.16 (3) percent by 2040.

4.17 (d) Nothing in this subdivision prevents the council from establishing additional
4.18 performance measures.

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

4.22 Sec. 5. **[473.378] TRANSIT SYSTEM INVESTMENT FRAMEWORK.**

4.23 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
4.24 the meanings given.

4.25 (b) "Busway" has the meaning given in section 473.4485, subdivision 1.

4.26 (c) "Framework" means the transit system investment framework under this section.

4.27 (d) "Guideway" has the meaning given in section 473.4485, subdivision 1.

4.28 Subd. 2. **Framework establishment.** (a) The council must adopt a transit system
4.29 investment framework that identifies expanded transit coverage and system improvements

5.1 sufficient to meet the adopted regional transit benchmarks, including federal performance
5.2 measures, and all performance measures under section 473.371, subdivision 3.

5.3 (b) The council must develop the initial framework by February 1, 2027, and must update
5.4 the framework in conjunction with each major revision of the transportation policy plan or
5.5 following a significant change in transit finance for the metropolitan area.

5.6 (c) The council must submit the framework to the chairs and ranking minority members
5.7 of the legislative committees with jurisdiction over transportation policy and finance.

5.8 Subd. 3. **Framework requirements.** (a) The framework must use the planning period
5.9 of the transportation policy plan. The framework is not fiscally constrained by expected
5.10 available funds over the planning period.

5.11 (b) The framework must:

5.12 (1) establish a methodology and criteria to identify, evaluate, and prioritize transit routes
5.13 under the framework;

5.14 (2) identify busway and guideway routes and specify geographic information on each
5.15 route;

5.16 (3) estimate schedules for project development and construction of the identified routes
5.17 under clause (2);

5.18 (4) address service and facility improvements; and

5.19 (5) develop preliminary fiscal estimates that include costs for capital, operations, and
5.20 maintenance and a comparison to expected available funds.

5.21 Subd. 4. **Framework consistency; limitations.** (a) On or after March 1, 2027, the
5.22 commissioner of transportation and a political subdivision must not commence roadway
5.23 work for a highway project in a manner that is inconsistent with the transit system investment
5.24 framework.

5.25 (b) The prohibition under this subdivision includes but is not limited to construction,
5.26 reconstruction, reconditioning, resurfacing, and rehabilitation. The prohibition under this
5.27 subdivision does not apply to planning, project development, environmental analysis, land
5.28 acquisition, and routine preventive maintenance.

5.29 Subd. 5. **Framework consistency; inconsistent projects; funds reallocation.** (a)
5.30 Following an inconsistency under subdivision 4, funds must be reallocated as follows:

5.31 (1) for a Department of Transportation project, ... percent of motor vehicle lease sales
5.32 tax revenue under section 297A.815, subdivision 3, paragraph (b), clause (4), otherwise

6.1 distributed to the trunk highway fund must be reallocated to the transportation impact
 6.2 assessment and mitigation account under section 161.178, subdivision 8;

6.3 (2) for a council project, percent of regional transportation sales tax revenue under
 6.4 section 297A.9915, subdivision 4, paragraph (a), clause (1), otherwise distributed to the
 6.5 council must be reallocated in equal amounts to metropolitan counties for the purposes
 6.6 specified under section 473.4465, subdivision 4;

6.7 (3) for a county project, percent of regional transportation sales tax revenue under
 6.8 section 297A.9915, subdivision 4, paragraph (a), clause (2), otherwise distributed to that
 6.9 county must be reallocated to the council for the purposes specified under section 473.4465,
 6.10 subdivision 2, paragraph (b); and

6.11 (4) for a city project, either of the following sources, as applicable, otherwise distributed
 6.12 to that city must be reallocated to the transportation impact assessment and mitigation
 6.13 account under section 161.178, subdivision 8:

6.14 (i) percent of small cities assistance under section 162.145; or

6.15 (ii) percent of larger cities assistance under section 162.146.

6.16 (b) For each determination of inconsistency, the appropriate commissioner of
 6.17 transportation or revenue must reallocate or transfer the relevant funds as provided under
 6.18 paragraph (a) on a onetime basis in the following fiscal year.

6.19 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 6.20 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
 6.21 Scott, and Washington. Subdivisions 4 and 5 do not apply to a highway project that was
 6.22 either included in a transportation improvement program or has been submitted for approval
 6.23 of the geometric layout before March 1, 2027.

6.24 Sec. 6. Minnesota Statutes 2024, section 473.405, subdivision 3, is amended to read:

6.25 Subd. 3. **Condemnation.** (a) The council may for transit purposes acquire property,
 6.26 franchises, easements, or property rights or interests of any kind by condemnation
 6.27 proceedings pursuant to chapter 117. Except as provided in subdivision 9, the council may
 6.28 take possession of any property for which condemnation proceedings have been commenced
 6.29 at any time after the filing of the petition describing the property in the proceedings. The
 6.30 council may contract with an operator or other persons for the use by the operator or person
 6.31 of any property under the council's control.

7.1 (b) "Transit purposes" under this subdivision includes but is not limited to advancing
 7.2 transit-oriented development, as defined in section 473.852, subdivision 12:

7.3 (1) in existing transit corridors;

7.4 (2) in transit corridors identified in the transportation policy plan or transit system
 7.5 investment framework under section 473.378; and

7.6 (3) within one-half mile of transit corridors under clause (1) or (2).

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

7.10 Sec. 7. Minnesota Statutes 2024, section 473.852, is amended by adding a subdivision to
 7.11 read:

7.12 **Subd. 12. Transit-oriented development.** "Transit-oriented development" means a set
 7.13 of planning practices, standards, and zoning for a geographic area to enable development
 7.14 that:

7.15 (1) allows mixed uses in close proximity to one another, which may include
 7.16 higher-density residential, mixed types of residential dwellings, commercial, institutional,
 7.17 and open spaces; and

7.18 (2) supports pedestrian, nonmotorized, and transit forms of travel.

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

7.22 Sec. 8. **[473.8705] DEVELOPMENT FOR TRANSIT.**

7.23 **Subdivision 1. Transit capital project expenditures.** (a) On or after March 1, 2027, a
 7.24 local governmental unit must not expend funds for construction of a transit capital project
 7.25 located outside transit market areas I or II, as specified in the transportation policy plan
 7.26 under section 473.146, subdivision 3, unless the official controls of that local governmental
 7.27 unit for the area within mile of each station or stop under the project are in conformance
 7.28 with transit-oriented development.

7.29 (b) The prohibition under this subdivision does not apply to planning, project
 7.30 development, environmental analysis, land acquisition, and routine preventive maintenance.

8.1 Subd. 2. Acquisition of property for transit-oriented development. The council, a
8.2 local governmental unit, or a housing and redevelopment authority may acquire property
8.3 within miles of a transit corridor for transit-oriented development. The council, a local
8.4 governmental unit, or a housing and redevelopment authority may retain ownership of the
8.5 development or may enter into a lease-management agreement with a nonprofit organization
8.6 for the operation of the development.

8.7 EFFECTIVE DATE; APPLICATION. This section is effective the day following
8.8 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
8.9 Scott, and Washington.

8.10 Sec. 9. TRANSPORTATION POLICY PLAN AMENDMENT.

8.11 By January 15, 2027, the Metropolitan Council must adopt an amendment to the
8.12 transportation policy plan under Minnesota Statutes, section 473.146, that incorporates the
8.13 performance measures specified under Minnesota Statutes, section 473.371, subdivision 3.

8.14 EFFECTIVE DATE; APPLICATION. This section is effective the day following
8.15 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
8.16 Scott, and Washington.