

Subject Transit planning, performance, and land use

Authors Jones and others

Analyst Matt Burress

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Overview

This bill modifies requirements related to transit and land use in the Twin Cities metropolitan area, which includes setting out transit performance measures, requiring a transit system investment framework, mandating alignment with the framework for road projects, and setting requirements on transit-oriented development.

Summary

Section	Description
1	High frequency service. Defines “High frequency service” in the chapter of state statutes governing Twin Cities metropolitan area transit (among other metropolitan topics).
2	Transportation policy plan. Requires that the transportation policy plan promotes transit performance measures being established elsewhere in the bill and requires public input on the plan. Makes technical changes.
3	Transportation system performance evaluation. Amends requirements for a transportation system performance evaluation, so that it includes assessment against the performance measures being established elsewhere in the bill.
4	Transit performance measures. Directs the Metropolitan Council to incorporate specified performance measures on service density and efficiency in transit system planning and evaluation, with efficiency percentages to be determined.

Section	Description
5	<p>[Adds § 473.378] Transit system investment framework.</p> <p>Requires a transit system investment framework for transit coverage expansion and system improvements.</p> <p>Subd. 1. Definitions. Defines terms for the statute.</p> <p>Subd. 2. Framework establishment. Directs the Metropolitan Council to create the framework. Requires the initial framework by February 1, 2027. Sets requirements for framework updates.</p> <p>Subd. 3. Framework requirements. Establishes that the framework is not constrained by available funds. Specifies elements for the framework, including identification of busway and guideway routes and estimated schedules for route projects.</p> <p>Subd. 4. Framework consistency; limitations. Beginning March 1, 2027, requires that road projects must be consistent with the transit system investment framework. Establishes exceptions for identified types of work as well as project development activities.</p> <p>Subd. 5. Framework consistency; inconsistent projects; funds reallocation. Specifies reallocations of various funds when an undertaken roadway project is inconsistent with the framework, with percentages to be determined.</p>
6	<p>Condemnation.</p> <p>Clarifies that the Metropolitan Council’s existing property acquisition and eminent domain authority includes advancement of transit-oriented development in and around transit corridors.</p>
7	<p>Transit-oriented development.</p> <p>Defines “transit-oriented development” for the Metropolitan Land Planning Act state statutes, as a set of planning and zoning practices for a geographic area that allows for mixed uses and supports pedestrian, nonmotorized, and transit forms of travel.</p>
8	<p>[Adds § 473.8705] Development for transit.</p> <p>Sets requirements on transit-oriented zoning and development for Twin Cities metropolitan area local units of government.</p> <p>Subd. 1. Transit capital project expenditures. Beginning March 1, 2027, limits local units of government from construction of transit projects outside transit market areas I and II unless zoning and local developments ordinances in an area around each station or stop for the project are in conformity with transit-oriented design. The size of the area is to be determined.</p>

Section	Description
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Subd. 2. Acquisition of property for transit-oriented development. Explicitly authorizes the Metropolitan Council and other local units of government to acquire and retain property for transit-oriented development in an area surrounding a transit corridor. The size of the area is to be determined.

9 **Transportation policy plan amendment.**

Directs the Metropolitan Council to update the transportation policy plan by January 15, 2027, to incorporate performance measures being established elsewhere in the bill.



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