

March 10, 2026

Minnesota House Transportation Committee  
75 Rev. Martin Luther King Jr. Blvd.  
St. Paul, MN 55155

Dear Chair Koznick, Chair Tabke, and members of the Transportation Finance and Policy Committee:

On behalf of the Suburban Transit Association (STA), I am writing to you with deep concerns about HF4111. The Suburban Transit Association represents the cities of Apple Valley, Burnsville, Chanhassen, Chaska, Eagan, Eden Prairie, Maple Grove, Plymouth, Prior Lake, Rosemount, Savage, and Shakopee who receive their transportation services from Maple Grove Transit, Minnesota Valley Transit Authority (MVTA), Plymouth Metrolink, and SouthWest Transit.

In 1982, our member cities sought legislation to create dedicated transit agencies to serve our communities because at that time, we were paying for transit services that we were not receiving. **This proposal could leave our communities in the same position we were in 40 years ago.** Section 4, Subdivision 2 (b) states that an agreement must provide for continuing substantially similar transit service for at least one year following initial commencement of consolidated transit. This plan does not ensure our communities will continue to receive transit services beyond that first year of consolidation under the Metropolitan Council.

Suburban transit has been regional leaders in innovation. We pioneered microtransit in the Twin Cities, and SouthWest Transit became the third transit provider in the nation to use AI Camera Automatic Passenger Counters. MVTA was the first in the country to deploy electric microtransit vehicles. Our independent structure has allowed us to be nimble, responsive, and creative—quickly piloting new technologies and adjusting routes to meet the evolving needs of riders.

We also take pride in our close partnerships with the communities we serve. Local elected officials play a direct role in oversight, ensuring that service decisions reflect the priorities and lived experiences of our residents. Under HF4111, this local accountability would shift to the Metropolitan Council, a regional body that, by design, serves a much broader area and cannot be as closely connected to individual suburban communities.

We are proud of the high-quality suburban transit service our agencies provide, and we want to build on that success. We look forward to continuing this conversation and working together to ensure that any future transit structure preserves innovation, strengthens local partnerships, and delivers the reliable service our communities deserve.

Sincerely,

Gary Hansen  
Eagan City Council  
Chair, Suburban Transit Association