

4 May 2023

To: Sen. Scott Dibble, Rep. Frank Hornstein, Sen. Kelly Morrison, Rep. Brad Tabke, Sen. John Jasinski, Rep. John Petersburg, Sen. Jim Carlson, Rep. Erin Koegel, Sen. Lindsey Port, and Rep. Jeff Brand

Dear members of the Transportation Conference Committee,

I'm writing to share our recommendations for the final Transportation Omnibus bill, HF2887.

We ask that you adopt the **.75% Metropolitan Region Sales and Use Tax passed by the House**. This higher funding level would allow our transit operations to be more accessible, frequent, and reliable, and expand our transit and active transportation systems for both mobility and climate justice. This would also improve rider and operator experiences through the following provisions:

- The Local Bus and Transit Improvement Act (HF2604) passed in the House, which would increase bus and microtransit service levels, expand arterial and highway bus rapid transit lines, improve bus accessibility and shelters at stops and transit centers, pilot a fare elimination program, and electrify our bus fleet.
- The Transit Rider Investment Program (HF1322 / SF1049), which would hire transit officials whose various duties include rider education, assistance, connection to social services, administration of opiate antagonists, conflict de-escalation, etc. Relatedly, we support the fare decriminalization included in this bill.

We appreciate and ask for the inclusion of the Senate version of the Transportation Management Appropriations (HF2560 / SF3087) for continued commuter education and assistance, and in particular, to support vehicle miles traveled (VMT) reduction goals throughout the Metro area.

We applaud your efforts in passing the 100% Clean Energy bill. To complement this fight for a sustainable future, we urge that you include:

- The Transportation Greenhouse Gas (GHG) Emissions Impact Assessment & Metropolitan Council Land Use Study (HF2677 / SF2790), which would align us with the bipartisan Next Generation Act of 2007; help us meet Minnesota's existing GHG and VMT reduction goals, as articulated by both the Governor's office and MnDOT; and allow us to follow the best land use practices for a more efficient, less polluted, and more equitable future.

Thank you for all your hard work,

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