



May 5, 2025

To Senators Dibble, Johnson-Stewart, Jasinski, Carlson, Clark, and Representatives Koznick, Koegel, Olson, Tabke—

We write to you to share our recommendations for the final Transportation Finance and Policy bill, HF2438/SF2082, as you continue negotiations in conference committee. From securing long-term, dedicated funding for transit, biking, walking, and rolling in 2023 and strengthening our Driving Down Emissions¹ law in 2024—Minnesota is on a nation-leading path to a healthier, more affordable, and more sustainable future. We are concerned that there are provisions in the House and Senate bills that would undermine investments in public transit and active transportation and delay implementation of climate pollution mitigation from transportation.

We urge you to:

- Restore \$32.5-\$40M in FY 26-27 and \$32.5-\$64.9M in FY 28-29 for Metro Transit funding, which are cuts that are included in both the Senate and House bills. This would limit Metro Transit's ability to expand the transit system at the rate that our communities need after decades of underinvestment.
- Reject a \$12M cut in FY 26-27 and \$12M cut in FY 28-29 for Greater MN Transit from the House bill.
- Reject a \$27M cut in FY 28-29 for Special Transportation Services, such as Metro Mobility, from the House bill.
- Reject a \$4M cut in FY 26-27 and \$8M cut in FY 28-29 for Active Transportation from the House bill.
- Reject the inclusion of HF2234, which would repurpose the Active Transportation Grant Program to be less about investing in walking, biking, and rolling and more about reinforcing car-centric travel rather than giving Minnesotans more choices in how we get around. This functionally undercuts investments in public safety, public health, disability

¹ <https://www.move-mn.org/how-move-minnesota-is-leading-the-nation-to-curb-climate-pollution-from-transportation/>

access, and connected communities when City and County engineers and transportation planners across the metro cite gaps in their multimodal networks² and residents desire more community cohesion and equitable connectivity for people of all abilities.

- Reject a \$8.9M cut in FY 28-29 for Passenger Rail Base Funding and a \$16M cut in FY 28-29 for General Transit Fund Transfer to Passenger Rail Account from the House bill.
- Reject appropriations delay for the Northern Lights Express project from the Senate bill.
- Support Free Rides on Buses for Metro Mobility Certified Customers from both the House and Senate bills, and reject a \$175K in cut in FY 26-27 and \$200K in FY 28-29 from the House bill.
- Support the adoption of SF817, which would provide flexibility to spend revenue we contribute to the Highway User Tax Distribution Fund for multiple modes of travel by defining “highway purposes” to encompass driving, taking public transit, biking, walking, and rolling. MnDOT supports this provision as it gives them more flexibility to incorporate transit and active transportation in their projects. By including this provision, we are meeting people’s needs however they choose to travel.

Two years ago, the legislature passed long-overdue and urgently needed funding to improve transit service. Investments in public transit, biking, walking, and rolling are improving daily lives and building a better future for our communities. Minnesotans are counting on these resources to help save money and give us more choices in how we get to the important places in our lives. The cost of transportation, specifically car ownership, remains high for households, even more so for low-income families. It’s a burden that state leaders have shown they can help alleviate by supporting the expansion of public transit and active transportation. We must not walk back on making residents’ lives easier.

Lastly, we ask you to reject the following amendments from the House bill that undermine Minnesota’s trailblazing policy wins through the Transportation Greenhouse Gas Emissions Impact Assessment or Driving Down Emissions law:

- Delaying the implementation of greenhouse gas and vehicle miles traveled requirements for highway expansion projects by 3.5 years despite an already past effective date of February 1, 2025 and opposition from the Minnesota Department of Transportation.³
- Delaying the implementation of assessing and requiring mitigation measures for the full portfolio of trunk highway projects from August 1, 2027, to August 1, 2028.
- Requiring a transfer of funds from the transportation impact assessment and mitigation account if the unencumbered account balance has gone above half of the amount of funds deposited in the account in a fiscal year, where up to 90 percent of the available balance must be transferred to the Highway User Tax Distribution Fund.

² <https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Transportation-Sales-and-Use-Tax/Active-Transportation.aspx>

³ <https://www.house.mn.gov/comm/docs/ObecYoowCkOf9SVteXaBcQ.pdf>

Over the past two years, Minnesota legislators passed and expanded our Driving Down Emissions law to build roads in ways that protect our climate and communities. With our wins, we are set to build in ways that curb pollution and provide more options to take transit, walk, bike, and roll. Environmental degradation from how we have historically built roads threatens the people and places we love. Our recent success in Minnesota is a strong reminder that the way we plan and build our communities can be sustainable. Other states that recognize the urgency of the moment, such as Maryland, Maine, Massachusetts, Illinois, and New York are looking to our wins here in Minnesota, Colorado, and California.⁴

With federal funding continuing to be uncertain for transportation and climate resiliency projects, now is exactly the time for state leaders to reassure Minnesotans that we can rely on our state's continued leadership on transit and environmental stewardship here at home. State leaders must reassure residents that they take the clean air and water, our safety, and our health seriously. **The legislature should maintain current public transit and active transportation funding levels and reject policy that attempts to delay or water down the implementation of the Transportation Greenhouse Gas Emissions Impact Assessment or Driving Down Emissions law.** Our communities deserve a transportation system that protects our health, environment, and our future.

Respectfully,

100%

Alliance for Sustainability

Bicycle Alliance of Minnesota

CURE

DFL Environmental Caucus

Elders Climate Action-Twin Cities

Fresh Energy

Friends of Minnesota Scientific and Natural Areas

Health Professionals for a Healthy Climate

Minnesota Center for Environmental Advocacy

Minnesota Environmental Partnership

Minnesota Interfaith Power and Light

MN350

Move Minnesota & Move Minnesota Action

Our Streets

Resilient Cities and Communities

Sierra Club North Star

Andy Willette, Citizens' Climate Lobby

Sharon Mickelson, Citizens' Climate Lobby

Jean Ross, Vote Climate

⁴ <https://rmi.org/the-domino-effect-states-prioritize-affordable-transportation-choices-over-traffic/>