



March 10, 2026

The Honorable Jon Koznick  
Co-Chair, House Transportation Finance and Policy Committee  
Minnesota House of Representatives  
St. Paul, MN 55155

The Honorable Brad Tabke  
Co-Chair, House Transportation Finance and Policy Committee  
Minnesota House of Representatives  
St. Paul, MN 55155

Dear Chair Koznick and Chair Tabke,

On behalf of the City of Plymouth, we write to express our opposition to legislation in House File 4111 that would eliminate suburban transit providers, including Plymouth Metrolink, and require the consolidation of these locally managed systems under the Metropolitan Council.

The suburban provider framework was established by the Minnesota Legislature in 1981 because suburban communities were paying significant transit taxes, while receiving little service in return. The Legislature intentionally created a structure that allowed cities to provide transit service locally while still participating in the broader regional network. Suburban cities understand the travel patterns, employment centers, and commuting needs of their communities and are well positioned to design services that reflect those realities.

The City of Plymouth provides a strong example of how local governance can deliver responsive and efficient transit service. Through Plymouth Metrolink, the city has developed reliable commuter service, innovative on-demand transit options, and flexible routes that reflect the travel needs of our transit riders. Because decisions are made locally, the city can respond quickly to changes in demand and adjust service to ensure transit resources are deployed where they provide the greatest benefit.

Local administration also allows the City of Plymouth to operate its transit service efficiently. Plymouth Metrolink is administered by just one full-time city staff person plus limited additional support (1.25 FTE), resulting in low administrative costs while maintaining strong service for riders. The City of Plymouth welcomes accountability and transparency to ensure that we remain responsible stewards of taxpayer dollars, and recent legislative reviews of transit subsidy levels provide helpful oversight that can strengthen our regional transit system.





Plymouth also demonstrates how local transit service can successfully complement the broader regional network. The city works closely with the Metropolitan Council, Metro Transit, Hennepin County, and neighboring communities to coordinate service and improve mobility. For example, in 2025, the Metropolitan Council, cities of Golden Valley, Minneapolis, and Medina, and County partnered on the Highway 55 Bus Rapid Transit (BRT) Study to evaluate whether a BRT line connecting Minneapolis to Medina, serving Golden Valley and Plymouth, would be viable. After a year-long evaluation of ridership potential, infrastructure needs, and costs, the study concluded that BRT is not recommended at this time. However, while that investment is not moving forward, the study provided valuable insights that continue to inform future transit planning along the corridor. And building off that collaborative work, Metro Transit is planning to launch Route 757 in 2027 as an all-day pilot service developed in partnership with Plymouth, Golden Valley, Minneapolis, and the County. This new route along the same corridor will strengthen transit connections across the west metro and demonstrate how local and regional partners can work together to deliver practical improvements for riders.

Working in partnership with the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, Three Rivers Park District, and County, Plymouth is also advancing transportation improvements through the Station 73 TRIP (Transit and Regional Improvement Program). This initiative focuses on the area surrounding Highway 55 and County Road 73 and is designed to deliver regionally significant improvements that enhance safety and mobility for motorists, transit users, and pedestrians. The goal of the Station 73 TRIP, planned for completion this year, is to create a safer, more connected transportation network that benefits all users while supporting reinvestment and long-term economic vitality in the surrounding area. This collaborative investment will greatly support the anticipated all-day Route 757 transit service along Highway 55 planned for 2027.

Another example is an efficiency study completed last year jointly by Plymouth and Maple Grove which identified recommendations to improve service to west metro transit riders through an integrated “on-demand” service which has quickly been put into practice this year. Maple Grove Transit and Plymouth Metrolink jointly operate “on-demand” microtransit services that allow riders to travel within and between our communities. This partnership is possible by local control and expands mobility while using resources efficiently. Plymouth Metrolink’s Click and Ride “on-demand” service is very successful with a full rebound from pre-COVID levels plus an additional 50% growth in demand.

The City of Plymouth has an excellent working relationship with its regional transit partners and consistently collaborates with Metro Transit and neighboring providers to improve mobility across the region. Ultimately, riders are not concerned with the logo on the bus, rather they





want reliable, effective transit service that helps them reach work, school, and daily destinations and improves their quality of life. Plymouth provides that.

Lastly, we want to retain local control and the current statutory authority as a suburban provider. We all share the same goal of an efficient and accountable transit system. We are supportive of the need for the Legislature to review efficiencies and Plymouth would like to work with the author throughout the process.

Thank you for your consideration and for your continued work on transportation policy for the State of Minnesota.

Sincerely,

A handwritten signature in black ink that reads 'Jeffrey Wosje'.

Jeffrey Wosje, Mayor

Cc: Representative Ginny Klevorn, District 42B  
Representative Ned Carroll, District 42A  
Representative Mike Freiberg, District 43B  
Senator Bonnie Westlin, District 42

