

Transit for a Resilient Metro

HF 4449 Hearing 13. April 2026

Do we want a growing twin cities?

A metro that can compete with peers?

A place where businesses and residents can thrive?





We need reliable,
affordable, and accessible
transportation options.

Cars should and will always be an option in Minnesota and..

1 in 3 Minnesotans cannot or does not have a car due to age, ability, cost, accessibility, or choice.

The average new car costs more than \$50,000.

A growing metro population requires more efficient use of space.

Therefore, we need a robust transit system.



This bill creates a foundation to build confidence and cost effectiveness in the transit system and to grow it to reach the needs of more people.

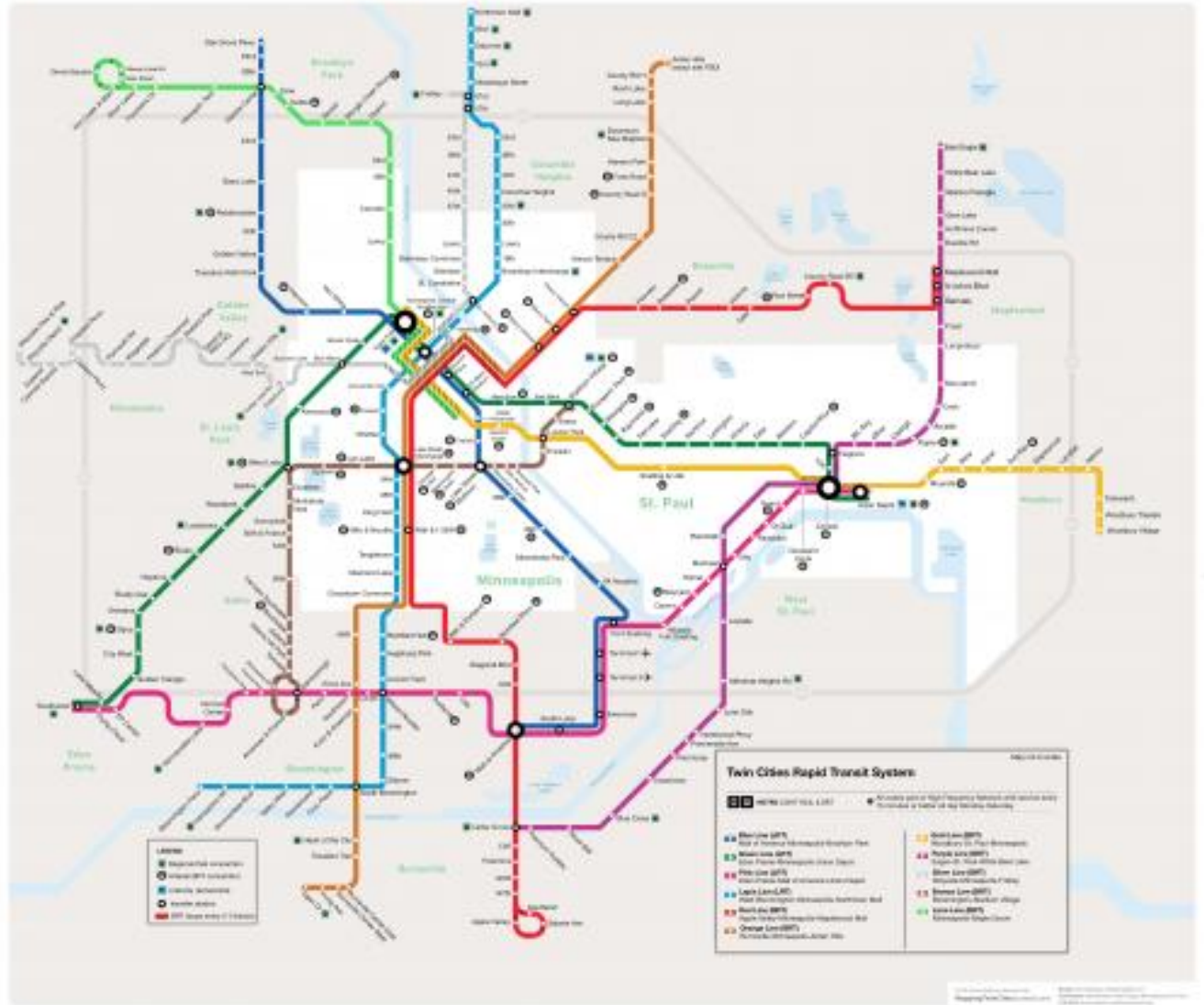


Three issues holding us back

1. **Lack of numeric goals** for Twin Cities metro area transit system
2. **Inefficient coordination** of road construction and transit projects
3. **Inadequate tools** for building a more effective transit system

This bill seeks to address these.

1. Lack of numeric goals for Twin Cities metro area transit system



Proposed solution for issue 1



Improve frequency to improve ridership

Establish targets for residents with access to high frequency transit



Demonstrate effectiveness and drive confidence in the system.

Establish average operating cost per passenger per service hour

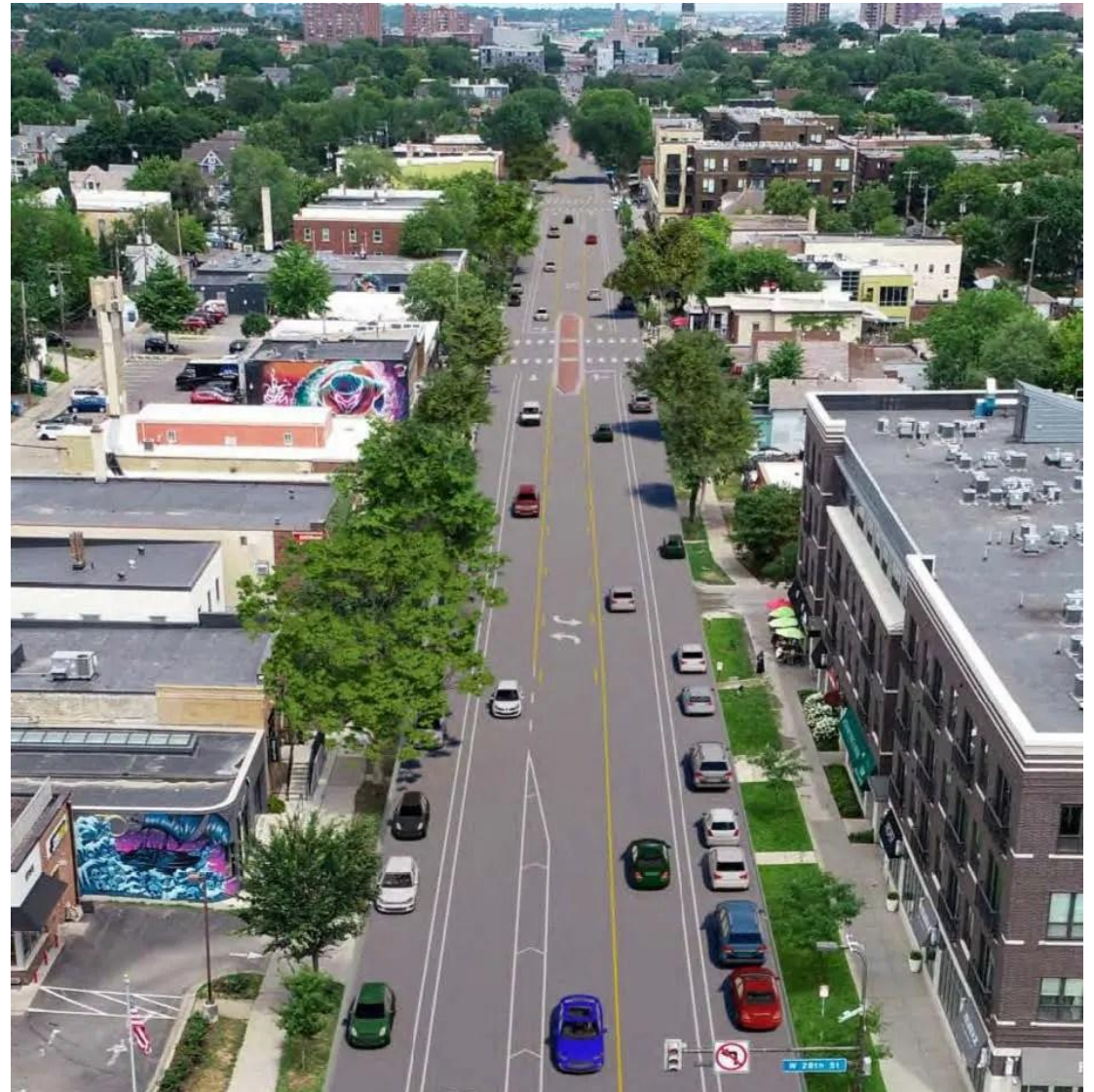


Get there on faster

Establish speed and reliability metrics

Issue 2. Inefficient coordination of road construction and transit projects

- Example: Lyndale Ave in Minneapolis
 - Planned County reconstruction in 2027
 - Tentatively planned BRT in early 2030s
- Need: Earlier knowledge of planned transit in a corridor
 - So that it can be incorporated in reconstruction projects that are part of typically 5 year Capital Improvement Plans (CIP)



Proposed Solution to Issue 2

Tear up roads
only once!

- Transit Investment Framework with Accountability
 - Creates a map of corridors where we as a region want transit
 - Incorporated into the existing metro Regional Development Guide
 - Created and updated every 10 years
 - Amendments allowed in between
- Accountability: Requires that money spent for a substantial construction project along a corridor planned for transit support alignment with the transit need
 - i.e. upgrade the bus stops to be BRT-ready during an already planned reconstruction
 - Non-compliance with this will be determined by a committee;
 - Non-compliance results in funding reallocation to transit-supporting pots



(Left) Good transit is built. (Right) Development follows years later. E.g. this site 6 years after Green Line opened

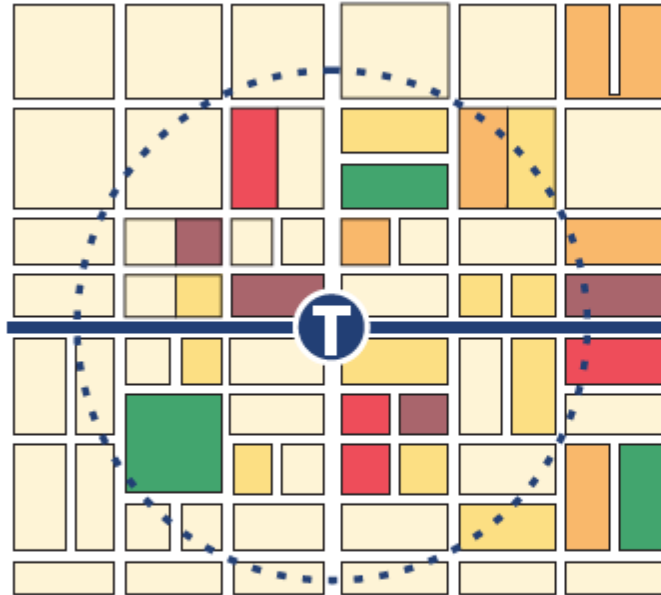
3. Inadequate tools for building a more effective transit system

Proposed solution
for issue 3:

Catalyze transit-
oriented
development

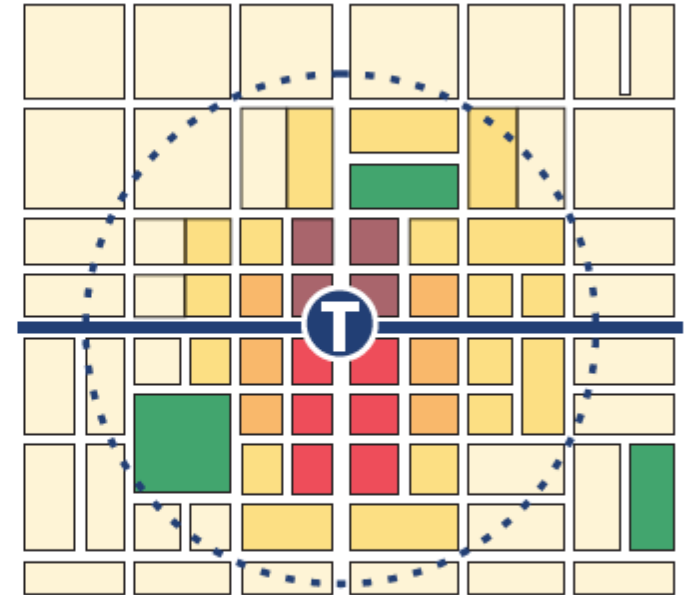
Non-Transit Oriented Development

Land uses not organized around transit



Transit Oriented Development

Land uses organized around transit



Source: <https://courses.washington.edu/hstaa208/files/original/042e09f4b02d5b831e13dd7da61da0fc.png>

Thank you

