



April 28, 2025

To the Leadership of the Minnesota House of Representatives,

We write to you in opposition to HF 2438, which would undermine investments in public transit and active transportation, and delay implementation of climate pollution mitigation from transportation. 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. HF 2438 undercuts our state’s progress with the following budget recommendations:

- **Metro Transit.** \$40M cut in FY 26-27 and \$64M cut in FY 28-29.
- **Greater MN Transit.** \$12M cut in FY 26-27 and \$12M cut in FY 28-29.
- **Special Transportation Services, such as Metro Mobility and Metro Move.** \$27M cut in FY 28-29.
- **Free Rides on Buses for Metro Mobility Certified Customers.** \$175K cut in FY 26-27 and \$200K cut in FY 28-29.
- **Active Transportation.** \$4M cut in FY 26-27. \$8M cut in FY 28-29.
- **Passenger Rail Base Funding.** \$8.9M cut in FY 28-29.
- **General Transit Fund Transfer to Passenger Rail Account.** \$16M cut in FY 28-29.

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.

Additionally, HF 2438 undermines Minnesota’s trailblazing policy wins by introducing the following amendments to the **Transportation Greenhouse Gas Emissions Impact Assessment statute**:

- Delaying the implementation of greenhouse gas and vehicle miles traveled requirements for highway expansion projects by 3.5 years despite an already past

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

effective date of February 1, 2025 and opposition from the Minnesota Department of Transportation.²

- 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.

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, Massachusetts, Michigan, and Oregon, are looking to our wins here in Minnesota and Colorado.

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. Our communities deserve a transportation system that protects our health, environment, and our future. **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 statute.**

Respectfully,

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
Resilient Cities and Communities
Sierra Club North Star
Andy Willette, Citizens' Climate Lobby
Sharon Mickelson, Citizens' Climate Lobby

² <https://www.house.mn.gov/comm/docs/ObecYoowCkOf9SVteXaBcQ.pdf>