

100%

100% Campaign
705 Raymond Ave. - Suite 100
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www.100percentmn.org

March 7, 2022

Chair Lee and Members of the Committee,

We're writing to express our support for House File 2681 (Murphy), House File 3160 (Hausman), and House File 3767 (Jordan).

Our transportation system is how we stay connected as Minnesotans. These bills would improve the lives of Minnesotans by meeting multiple bottom lines. They would provide us with more transportation options that are more clean and more equitable.

First, we support House File 3768 (Jordan). It would support the predesign, design, engineering, environmental analysis, and right-of-way acquisition to establish **the H Line**, a bus rapid transit (BRT) line running east and west between downtown Minneapolis and the Sun Ray Transit Center in St. Paul.

This line is in demand. Metro Transit organized extensive community engagement efforts to understand which of 19 possible BRT routes would best serve Minnesotans. The H Line was one of the lines found to be most in demand. The reasons cited were all about people, the potential riders, homeowners, and employers who benefit. The main reasons that were found among respondents were a desire for:

- East-west service between Minneapolis and St. Paul
- Connection to neighborhoods and key destinations, like the University of Minnesota
- Having a bus service close to home, work, and school

This line would serve a wide range of Minnesotans, from students toward the west end of the line to East Siders along Maryland Ave. Metro Transit heard from both kinds of riders as you can read in these sample testimonials:

"Como/Maryland is a huge corridor that serves (at least close to) **all 3 UMN campuses** and both downtown. A huge proportion of students live in the residential areas served by his corridor, as well as thousands of non-student workers for both downtowns. Moving people through this area as effectively as possible is a must, congestion and overcrowding on buses happens very quickly."

"Many people in **the diverse neighborhoods of the East Side** do not have cars or access to convenient mass transit. The bus routes in this area meander and do not provide quick access to downtown St Paul where many need to transfer to get to their destinations in MPLS. This route with a straight shot to jobs in the MPLS core would be a boon to East Side families."

Second, House File 2681 (Murphy) would support the preliminary engineering, design, engineering, environmental analysis and mitigation, acquisition of land and right-of-way, and construction of the Minneapolis to Duluth passenger rail system, the Northern Lights Express.

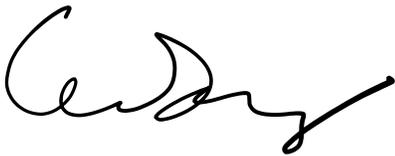
Likewise, House File 3160 (Hausman) would support the development of intercity passenger rail projects on Phase I corridors as identified in the 2015 update to Minnesota's rail plan.

During the 2015 update to Minnesota's State Rail Plan, the Minnesota Department of Transportation did extensive engagement with the stakeholders, agencies, and the public. **They found "a strong desire for intermodal service in Duluth and the western and southern parts of the state,** as well as additional terminal capacity and services in the Twin Cities." Based on this, they prioritized the Phase I corridors being considered today.

There are many reasons these rail services are in demand. They would serve Minnesotans who commute for work or travel for fun. They would lower transportation sector emissions and lower costs for riders. **They would better connect us as a state,** giving every Minnesotan more options from getting to the Twin Cities, to the North Shore, and to our regional centers.

Please support HF 2681 (Murphy), HF 3160 (Hausman), and HF 3767 (Jordan).

Thank you for your work creating a more connected Minnesota,

A handwritten signature in black ink, appearing to read 'Chris Conry', with a stylized, cursive script.

Chris Conry

Campaign Director

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