Committee Report

Transportation Committee

Committee meeting date: October 26, 2026 **For the Metropolitan Council:** November 18, 2026

Business Item: 2026-194

Transportation Policy Plan Amendment 3: Bronze Line Update and J and K Lines

Proposed action

That the Metropolitan Council accept the 2050 Transportation Policy Plan (TPP) Amendment 3 Public Comment Report (attached) and adopt 2050 TPP Amendment #3 (attached), updating the Bronze Line (formerly Purple Line) bus rapid transit project and adding the J Line and K Line bus rapid transit projects to the fiscally constrained plan.

Summary of Transportation Committee discussion/questions

Transportation Planning Senior Manager Cole Hiniker presented this item.

Chamblis asked if there are quarterly reviews of the funding forecast. Hiniker stated the TPP doesn't get into specific details of the budget and that it is focused on bigger picture projects and budget categories. Transportation Planning Director Amy Vennewitz added the TPP is more of an overall look and that the agency will still look at budgets quarterly/annually. Chamblis asked about the impact of Micro Transit as it relates to ridership and connections to transitways. Metro Transit Chief of Staff Jillian Linnell stated that Micro zones are established to help facilitate riders' access into the transit system and the data supports that connections are being made at the transfer points.

Motion by Osman, seconded Obisakin. Baber recused. Motion carried.

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District(s), member(s):	All
Policy/legal reference:	M.S. 473.146 & 23 U.S.C. § 134 and 49 U.S.C. § 5303
Staff prepared/presented:	Amy Venewitz, Director Transportation Planning, (651) 602-1058
	Cole Hiniker, Senior Manager, Transportation Planning, (651) 602-1748
	Frank Alarcon, Manager, Transportation Planning, (651) 602-1979
	Craig Lamothe, Director, Bronze Line Bus Rapid Transit, (763) 258-3361
	Kyle O'Donnell Burrows, Director, Arterial BRT, (612) 349-7749
	Bradley Bobbitt, Planning Analyst, Transportation Planning, (651) 602-1724
Division/department:	Transportation Planning

Proposed action

That the Metropolitan Council accept the 2050 Transportation Policy Plan (TPP) Amendment 3 Public Comment Report (attached) and adopt 2050 TPP Amendment #3 (attached), updating the Bronze Line (formerly Purple Line) bus rapid transit project and adding the J Line and K Line bus rapid transit projects to the fiscally constrained plan.

Background

The Met Council develops a long-range transportation plan, called the Transportation Policy Plan (TPP), and updates it at least every five years as required under federal law. The plan identifies the region's transportation system goals and multimodal investment priorities over a 25-year period. The Met Council adopted the most recent TPP, the 2050 Transportation Policy Plan, on February 12, 2025. The plan identifies and lists regionally significant transportation investments that will be implemented within its timeframe and maintains fiscal balance between anticipated project costs and funding.

Plan amendments involving changes to, or additions of, regionally significant projects in the fiscally constrained plan such as Bronze, J, and K lines must go through a 45-day public comment period.

According to the region's Transitway Advancement Policy, outlined on pages 41 through 44 in the Transit Investment Plan chapter of the TPP, transitway projects can be added to the fiscally constrained plan when the originating agency has provided:

1. Documentation of transitway type, alignment and station locations, and selection process.
2. Resolutions of support from relevant government bodies and agencies.
3. Documentation of fiscal constraint.
4. Documentation of public engagement and feedback.

Attachment 1 has the amendment text that will be posted on the Met Council's website. The

amendment references project websites, hosted by Metro Transit, with basic project information.

Rationale

The proposed amendment was made available for a public comment period between July 9 through August 24, with a public hearing at the August 10 meeting of the Metropolitan Council's Transportation Committee. Attachment 2 contains the public comment summary report which provides an overview of the methods the Council used to advertise the comment period, information on engagement achieved, a summary of themes and a list of individual comments and responses to those comments.

The comments received expressed a mix of support and opposition to the amendment. Two significant themes emerged related to concerns about the impacts of a bridge over Johnson Parkway on the Bronze Line and concerns about how the transit funding allocation for these projects was discussed and determined among regional partners. A change was made to page 14 of the amendment to add the following text: "Updated financial projections that include this amendment, past amendments, and updated budget assumptions indicate that there are no remaining transit opportunity funds available for Metropolitan Council transit services."

Metro Transit has provided the appropriate information to meet these criteria above for incorporating Bronze Line (formerly Purple Line) changes and adding J Line and K Line. All required resolutions of support have been received, fulfilling the Transitway Advancement Policy's resolutions of support requirement.

All transitway projects are considered regionally significant projects under federal guidance. These projects must be identified as funded in a region's long-range transportation plan, to qualify for Federal Transit Administration capital investment grants and to meet regional requirements in the Council's adopted Transitway Advancement Policy. The proposed amendment, if adopted, will incorporate changes to the Bronze Line (formerly Purple Line) bus rapid transit project and adds the J Line and K Line bus rapid transit projects to the 2050 Transportation Policy Plan (TPP) fiscally constrained plan.

Thrive lens analysis

On Feb. 12, 2025, the Council adopted Imagine 2050, which builds on policy direction in Thrive MSP 2040. Under the Thrive lens, this action supports all the regional goals. For example, this action will support prosperity, sustainability, equity, and livability by expanding the regional METRO system of fast, reliable, high-capacity transit service. The projects in this amendment all serve large regional job centers as well as communities with higher concentrations of households with no access to a private automobile, low incomes, disability and other indicators of transit need.

Funding

Adopting the changes outlined in this TPP amendment will increase transit capital and operating spending in the fiscally constrained plan between 2025 and 2050. Planned transit capital expenditures will increase and are planned to be covered through existing sources in the original TPP that will be committed to these projects, along with contributions from Ramsey County for the Bronze Line and federal regional solicitation and state funding for the J Line and K Line projects. Anticipated transit operating expenditures will also increase over the life of the plan, with a portion covered by fares and advertising and the remainder covered by the Met Council's share of unallocated regional sales and use tax.

Updated financial projections that include this amendment, past amendments, and updated budget assumptions indicate that there are no remaining transit opportunity funds available for Metropolitan Council transit services.

Small business inclusion

This action has no direct impact on small business inclusion.