

Public Comment Summary

Transportation Policy Plan Amendment #3

METRO Bronze, J, and K Lines

IMAGINE 2050

November 2026

Amendment #3 Overview



Bronze Line, J Line, and K Line

- Update the alignment, funding, and name for the METRO Bronze Line (formerly METRO Purple Line)
  - Identified through the route modification study led by Metro Transit and ongoing discussions with project partners
  - Mix of bus lanes and mixed traffic operation through St. Paul and Maplewood
- Add METRO J Line and METRO K Line bus rapid transit projects to the fiscally constrained plan
  - Identified through the Arterial Bus Rapid Transit Plan Update led by Metro Transit
  - J Line is West 7th Street corridor through St. Paul and Bloomington (formerly Riverview Corridor)
  - K Line is Nicollet Avenue corridor through Minneapolis, Richfield, and Bloomington

Comment Period Summary



- Comment period open July 9 – August 24, 2026
  - Public hearing on August 10 at Transportation Committee meeting
- Outreach methods used
  - Star Tribune ad – Notice Published July 19, 2026
  - Council web page notice
  - GovDelivery email announcement
  - Facebook

Comment Period Engagement



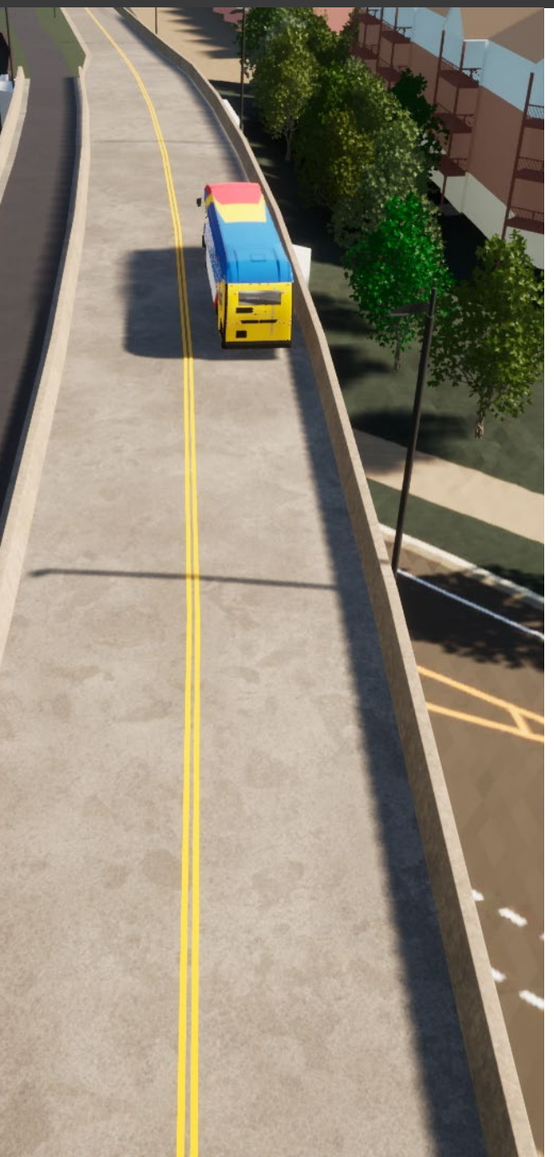
- Comments received via
  - Form submission
  - Email
  - Public hearing
- People engaged
  - 25 comments received
  - 53 web page views
  - Facebook posts viewed 12,416 times with 1,021 interactions
  - GovDelivery email announcement: 3096 unique opens, 237 unique clicks

Comment Themes



- Most comments were issue-specific and did not express general support or opposition to the amendment or individual projects
  - 4 comments expressed general support, 2 general opposition
- Reasons for support varied:
  - Bus rapid transit reduces dwell time and speeds up boarding
  - Improved access to destinations and connections between neighborhoods
  - Restoration of historic bridge location over Johnson Parkway
  - Part of broader set of improvements to West 7th Street
- Most comments expressed concerns:
  - Bronze Line proposed bridge over Johnson Parkway (11 comments)
  - Funding allocation (5 comments)
  - Bus lanes on West 7th Street could make travel more difficult for other roadway users
- Some comments expressed views about corridors other than Bronze, J, and K Lines:
  - Support for restoration of Northstar commuter rail service
  - Support for multimodal investment in the CPKC Ford Spur rail line in Saint Paul
  - Request to remove Blue Line Extension from plan due to funding gap

Detailed Comment – Bronze Line



- **Bronze Line proposed bridge over Johnson Parkway**
  - 11 comments on this topic from residents of Realife Cooperative of Phalen Village
  - Comments expressed concerns about proposed bridge:
    - Proximity to cooperative
    - Visual and noise impacts
    - Construction impacts
    - Cost
    - Usefulness
  - Response summary:
    - Provide project and planning history
    - Describe benefits of proposed bridge to transit and trail users
    - Ongoing opportunities for engagement and design refinement
      - *"The project team will be exploring the feasibility of and options for shifting and realigning the planned bridge further away from the Realife Cooperative of Phalen Village building."*
    - Discuss construction plan to minimize impacts during construction

Detailed Comment – Funding Allocation



Comment Summary

5 comments on this topic

- From MVTA, Shakopee, Chaska, Chanhassen, and Eagan leaders

Comments expressed:

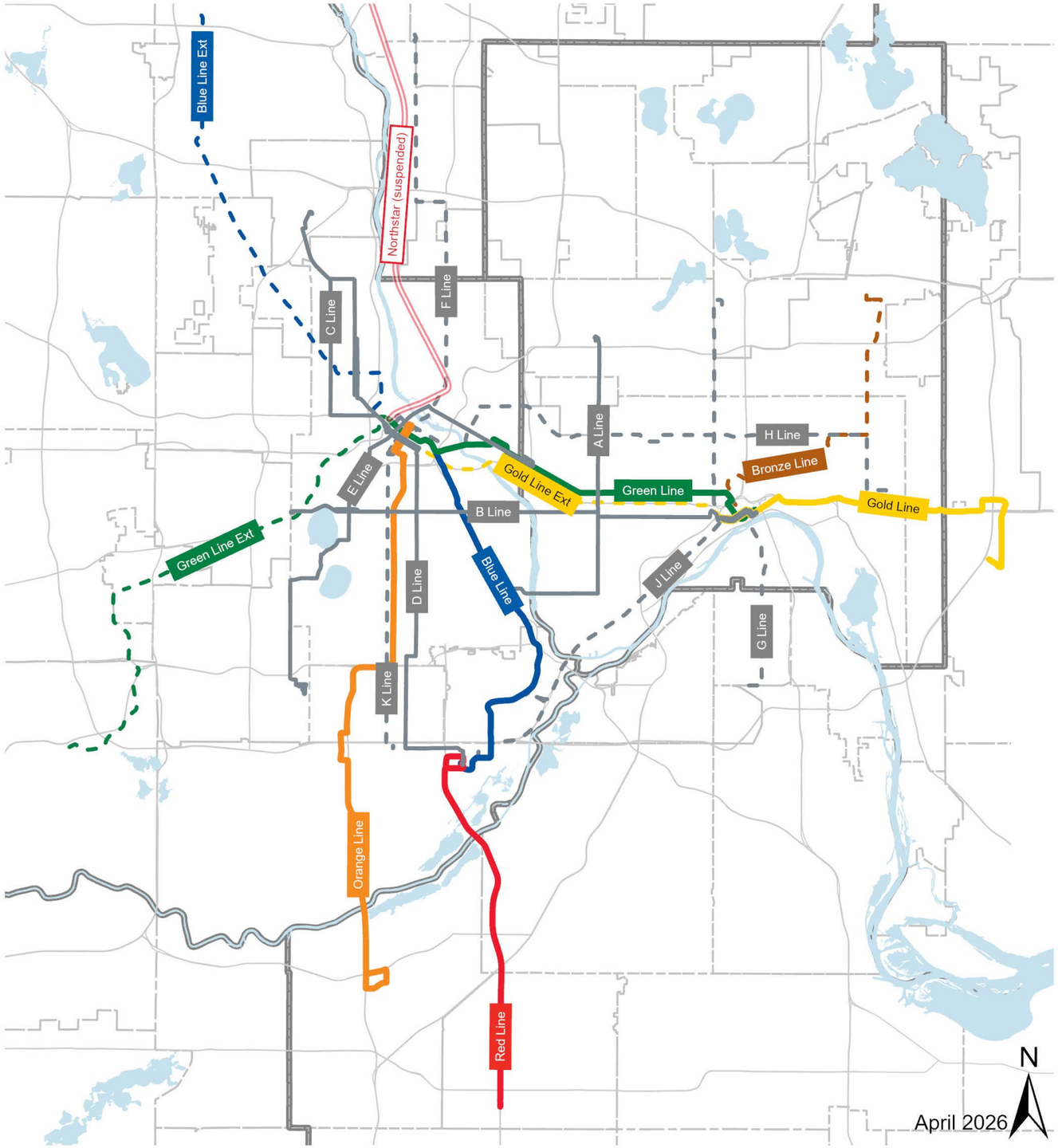
- Concerns about Metro Transit's use of unallocated sales and use tax to fund new transitways, invest heavily in existing transit markets with marginal ridership gains
- Desire for greater emphasis in regional transportation planning on areas experiencing the fast population and job growth
- Desire for more consideration for funding a variety of travel options that meet different transit market needs
- Request for a regional dialogue with all transit providers on funding allocation now and in the future
- Request for a consistent, agreed upon regional vision for transit that balances geography and service types

Detailed Comment – Funding Allocation (2)



Response Summary

- Regional allocation of transit sales tax funding to providers was addressed through Council action in Sept. 2025, after the 2050 TPP adoption
- Allocation for projects in the amendment comes from Met Council's portion of the transit sales tax
- Based on updated financial projections incorporating changes and trends since TPP adoption, there are no remaining opportunity funds for Met Council transit services
- Projects in the amendment go through a thorough planning process; Arterial bus rapid transit (BRT) has been very successful, 17-59% observed corridor ridership growth, over 1 in 4 regional transit rides are on Arterial BRT system
- Regional transit vision update planned to begin in 2027, will engage regional partners
- Recommended sentence added to the Amendment text: "Updated financial projections that include this amendment, past amendments, and updated assumptions about inflation impacts indicate that there are no remaining transit opportunity funds available for Met Council transit services."



Planned ABRT

- Arterial Bus Rapid Transit

Planned Transitways

- Blue Line Extension
- Green Line Extension
- Gold Line Extension
- Bronze Line

Commuter Rail Lines

- Northstar (suspended)

Existing Arterial BRT

- Arterial Bus Rapid Transit

Existing Light Rail and Highway BRT

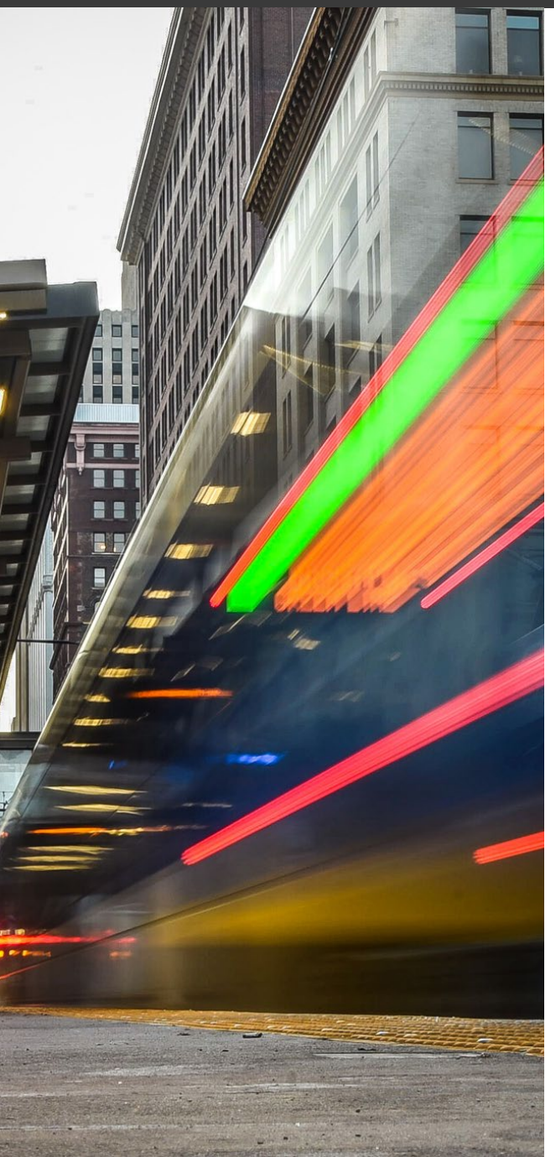
- Blue Line
- Green Line
- Gold Line
- Orange Line
- Red Line

0 2 4 6 Miles

Reference Layers

- Principal Arterials
- Rivers and Major Lakes
- County Boundaries
- City Boundaries

Next Steps



- One recommended staff change to acknowledge that there are no remaining transit opportunity funds in the 2050 TPP
- Comments related to projects have been provided to relevant Metro Transit departments and external partners
- Next step is Council acceptance of public comment report and adoption of amendment on November 18; Transportation Committee recommended this action on October 26



Thankyou

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METROPOLITAN COUNCIL

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