

2050 TRANSPORTATION POLICY PLAN AMENDMENT 3

Changes to METRO Purple Line, Adding METRO J and K Lines, and
Updates Reflecting Existing Transit System Changes



Regional vision

A prosperous, equitable, and resilient region
with abundant opportunities for all to
live, work, play, and thrive.

Regional core values

Equity | Leadership | Accountability | Stewardship

Regional goals

Our region is equitable and inclusive

Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all residents and newcomers feel welcome, included, and empowered.

Our communities are healthy and safe

All our region's residents live healthy, productive, and rewarding lives with a sense of dignity and wellbeing.

Our region is dynamic and resilient

Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

We lead on addressing climate change

We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.

We protect and restore natural systems

We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.



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Overview

This amendment to the 2050 Transportation Policy Plan (TPP) changes the METRO Purple Line to the METRO Bronze Line and adds METRO J and K lines to the fiscally constrained plan. All projects meet the definition of regionally significant, as are all transitways. The Bronze Line was recommended as the revised locally preferred alternative for the former Purple Line project by the project’s Corridor Management Committee on December 11, 2025. METRO J and K lines were developed through the Arterial Bus Rapid Transit (BRT) Plan Update that the Met Council adopted on March 11, 2026.

Policy Basis

The 2050 TPP establishes the region’s policies and plans that guide development of its transportation system toward achieving the region’s five goals from the regional development guide, Imagine 2050. Many of these policies relate directly to the development of the region’s transitway projects including:

- Imagine 2050 goals and objectives,
- 2050 TPP policies and actions, and
- 2050 TPP transitway advancement policy.

Changes to transitway projects or new transitway projects in the TPP must meet these requirements and support these goals, objectives, policies, and actions.

Imagine 2050 goals and objectives

All three projects are expected to contribute to advancing all of Imagine 2050’s long-range regional planning goals to some degree based on Met Council analysis, but particularly these goals:

- We lead on addressing climate change
- Our region is dynamic and resilient
- Our region is equitable and inclusive

The projects will contribute to these goals largely by increasing access to high-quality transit service in the region, thus increasing transit usage and reducing vehicle miles traveled per capita. Additionally, both projects will make high-quality, frequent transit service accessible to communities in the region with high rates of low-income households and households without access to a personal car.

2050 Transportation Policy Plan policies and actions

The 2050 TPP includes policies and actions organized by the Imagine 2050 goals, with many that relate to investment in the region’s transitway system. Amending the METRO Bronze Line, J Line, and K Line projects into the plan as proposed significantly contributes to implementing the policies listed in Table 1 below. Please note, policies and actions are listed in the order shown in the TPP.

Table 1. 2050 Transportation Policy Plan policies related to projects

Goal	Policy
Our region is equitable and inclusive	7. Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
Our region is dynamic and resilient	19. Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity, all-day transit services.
Our region is dynamic and resilient	22. Provide high-quality connections within and between modes of transportation.

Our region is dynamic and resilient	25. Provide transportation options and transit advantages on roadway corridors with delay and travel time reliability issues.
We lead on addressing climate change	31. Prioritize projects that reduce vehicle miles traveled through sustainable transportation options.

Many other policies are also supported by implementing these projects, including:

- Equity – Policies 4 and 6
- Healthy & Safe – Policies 9, 12, 13, and 14
- Dynamic & Resilient – Policies 18, 20, 25, and 28
- Natural Systems – Policy 32.

2050 Transportation Policy Plan transitway advancement policy

The 2050 TPP Transit Investment Plan includes requirements for a transitway project to be considered for adoption into the plan. A transitway project's originating local planning agency must demonstrate the project meets these requirements. Table 2 below lists the requirements and sections of this amendment or project documents that address each requirement.

Table 2. 2050 Transportation Policy Plan transitway advancement policy requirements

Requirement	TPP amendment section addressing requirement	Pages
Document transitway type, alignment, station locations, and selection process	Project Backgrounds	6-15
Resolutions of support from affected communities	Appendix A – Demonstration of Local Support	25
Document fiscal constraint	Effects on the Plan – Transportation finance	15-21
Use robust public engagement involving affected communities and document feedback	Project Backgrounds	6-15

Project Backgrounds

METRO Bronze Line

Project overview

The METRO Bronze Line is a 9.8-mile bus rapid transit (BRT) route between Union Depot in Saint Paul and Maplewood Mall Transit Center. The line will feature 22 stations, 5 miles of bus lanes and two new bridges. The line will partially replace the northern half of Route 54, which is the planned Route 58, on Maryland and White Bear Avenues. Projected annual ridership on the route is approximately 804,000, with 64% of trips from zero-car households and 72% of trips not related to work commutes. METRO Bronze Line will connect communities in the east metro with the region's system of transitways, including METRO Green, Gold, B, and G lines, existing bus service, and future transitways.

The project will improve transit reliability and safety along key corridors through roadway reconstruction, reconfiguration, and technology. A high proportion of residents along the corridor have a high propensity to use transit including Black, Indigenous, and People of Color (BIPOC) (61%), zero-car households (17%), people in poverty (20%), people over 65 (11%), people under 25 (38%), people with a disability (13%), and people with limited English proficiency (18%). The project's corridor is also home to 12 schools, five healthcare facilities, and two libraries. The Bronze Line's service plan will be consistent with the service plans of other METRO lines. On weekdays, the line will have 10-minute

frequency during the day with 30-minute frequency during the evening and at night; and on weekends, 15-minute frequency during the day with 30-minute frequency during the evening and at night.

Figure 1. METRO Bronze Line Bus Rapid Transit Locally Preferred Alternative



Locally Preferred Alternative Description

Figure 1 provides a map of the METRO Bronze Line locally preferred alternative (LPA). The route runs between Union Depot in Saint Paul and Maplewood Mall Transit Center using Maryland Avenue and White Bear Avenue through northeast St. Paul and Maplewood. Stops are shown along with the operating right-of-way characteristics including side running bus lanes between Mt. Airy St station and Payne Ave Station as well as between Clarence St Station and Idaho Ave station; exclusive bus lanes between Arcade St Station and Cook Ave Station; with the rest of the route operating in shared traffic in downtown St. Paul and in Maplewood north of Larpenteur Ave. Two bridges are noted at Arcade St and Cook Ave. The map also shows connecting transitways including Gold, Green, B, G, and H Lines.

Project capital costs and funding sources

METRO Bronze Line's estimated capital costs are \$375 million, excluding the White Bear Avenue pavement replacement in Maplewood and assuming an electric bus fleet. The project will be fully locally funded. Ramsey County is funding all work in Saint Paul as well as the pavement replacement in Maplewood. Metropolitan Council is funding all work in Maplewood except for the pavement replacement. Capital financial contributions for Ramsey County and Metropolitan Council are estimated at approximately \$340 million and \$35 million, respectively.

These capital costs will cover constructing 17 new stations, new bus-only facilities, and improvements to some existing rider facilities. The three stations along Maryland Avenue will be shared with the future H Line. Existing facilities at each end of the line, Union Depot and Maplewood Mall Transit Center, will also be improved to accommodate the addition of a new BRT line. Bus-only facilities will include 3.4 miles of bus-only lanes on portions of Maryland Avenue, White Bear Avenue, Pennsylvania Avenue, and Phalen Boulevard in Saint Paul and 1.5 miles of exclusive right-of-way collocated with a reconstructed Bruce Vento Regional Trail between Arcade Street and Maryland Avenue. The exclusive right of way will include two new bridges. One bridge will be near Arcade St. Station carrying Bronze Line over the Bruce Vento Regional Trail and future daylighted Phalen Creek. The other new bridge will carry Bronze Line and the Bruce Vento Regional Trail over Johnson Pkwy.

As part of the project, several segments of roadway will be reconstructed or rehabilitated to address infrastructure conditions and functional deficiencies. Portions of Pennsylvania Avenue, Maryland Avenue, and White Bear will be fully reconstructed from back of sidewalk to back of sidewalk. Phalen Blvd. between Mississippi Street and Payne Avenue will receive a mill and overlay. Ramsey County will be replacing pavement on White Bear Ave between Frost Avenue and Beam Avenue.

Project planning process

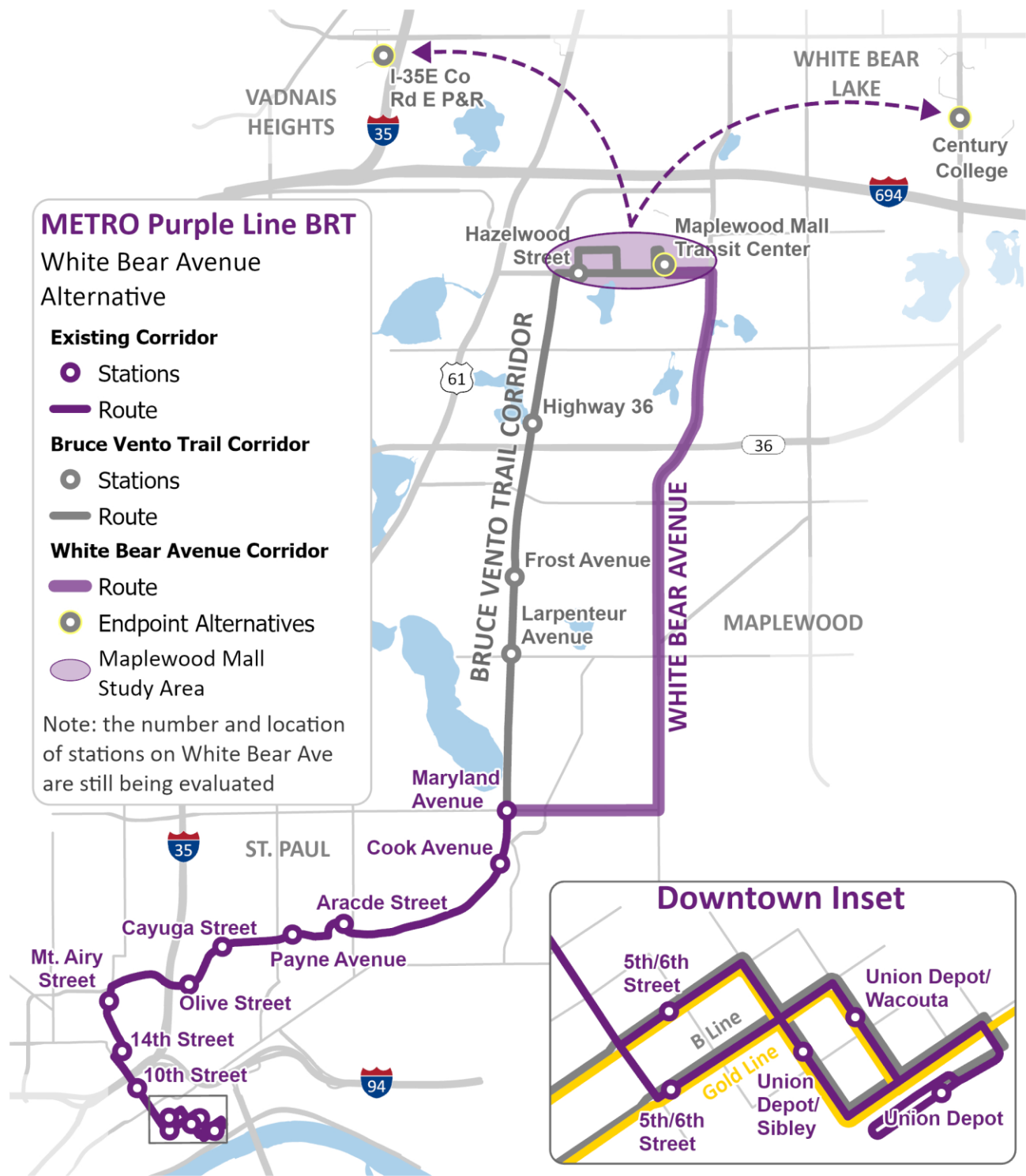
The original Locally Preferred Alternative (LPA) for Purple Line, adopted in 2018, was an approximately 15-mile route between downtown St. Paul and downtown White Bear Lake operating primarily in exclusive bus lanes in the Ramsey County-owned former freight rail corridor along the Bruce Vento Regional Trail. In 2024, based on changing local support for the original LPA, project staff conducted a [route modification study](#)¹ to evaluate a new potential alignment using White Bear and Maryland Avenues as an alternative to original route between Maryland and Beam Avenues. The study resulted in the recommendation of a revised LPA.

The White Bear Avenue Corridor alternative was developed in April 2023 following a Ramsey County letter. The decision-making process for the project connected design considerations and feedback from

¹ METRO Bronze Line Route Modification Study Website - <https://www.metrotransit.org/purple-line-project-route-modification-study>

project stakeholders like county and city partners, and community and business organizations, a strategic management team, advisory committees, a Corridor Management Committee (CMC), and leadership from project partners including Ramsey County, the Metropolitan Council, and the Federal Transit Administration (FTA). This process incorporates community engagement from the general and traveling public alongside these stakeholder groups.

Figure 2. Alternatives considered in the Route Modification Study



The Route Modification Study evaluated station locations and roadway design in four stages. Project staff narrowed the varied design concepts at each stage to inform the decision on a revised LPA. At each stage, project staff engaged and updated committees to ensure that the outcomes would be in alignment with stakeholder needs and the project purpose and need. Key criteria for evaluating options included property impacts, transit operations, traffic operations, public support, pedestrian access, safety, demographics, land use, and cost. Other criteria were also considered such as ridership, environmental impact, and station access.

On December 11th, 2025, the CMC approved actions recommending METRO Bronze Line along White Bear Avenue as the revised LPA and that the Met Council amend it into the Transportation Policy Plan. The White Bear Avenue alignment was determined to serve more people, provide greater access to destinations, and have more public and stakeholder support than the Bruce Vento Trail Corridor alignment. The Route Modification Study Phase II Report was published in July 2025.

Public engagement

Over the four-year period, more than 5,000 people were engaged through a wide range of in-person and digital methods—including community events, open houses, canvassing, stakeholder meetings, surveys, interactive tools, multilingual materials, and property owner notifications. Across all engagement activities, feedback consistently underscored strong support for a safe, accessible, community-centered transit corridor and demonstrated that the project's phased outreach approach helped build trust and ensure community voices shaped every stage of the Route Modification Study.

Across four years of outreach for the METRO Bronze Line project, community feedback consistently focused on accessibility, safety, routing preferences, and corridor improvements with added transit, roadway and community amenities. Early engagement in 2022 highlighted the need for safer crossings, better lighting, and clearer pedestrian pathways along the corridor, along with strong interest in maintaining connections to key destinations such as jobs, grocery stores, schools, and medical services. These conversations helped establish expectations for transparency, ongoing communication, and a design process that reflected local priorities.

As design concepts evolved in 2023 and clarity increased around routing options in 2024, community input shifted toward bus operations (including side-running vs center-running on White Bear Ave), neighborhood impacts, and the trade-offs between the Bruce Vento Regional Trail and White Bear Avenue corridors. Themes included concerns about station placement, traffic flow, business access, construction disruptions, and the desire for winter-friendly shelters and ADA-compliant features. People also sought information about travel times, connecting routes, long-term maintenance, sustainability, public art and community integration opportunities, and bicycle infrastructure. Engagement during this period reinforced the importance of serving seniors, low-income residents, and transit-dependent travelers, contributing to growing community preference for the White Bear Avenue alternative.

By late 2025, outreach efforts centered on confirming project scope, timeline, and the transition to the Bronze Line name as the project moved toward advanced design. Residents asked for updates on construction sequencing, detours, noise, and business coordination, reflecting concerns on construction impacts tied to project implementation.

Local support

Ramsey County and the cities of Saint Paul and Maplewood have provided resolutions of support. Capital Area Architectural and Planning Board and the Minnesota Department of Transportation have provided letters of support. These resolutions and letters are provided in Appendix A.

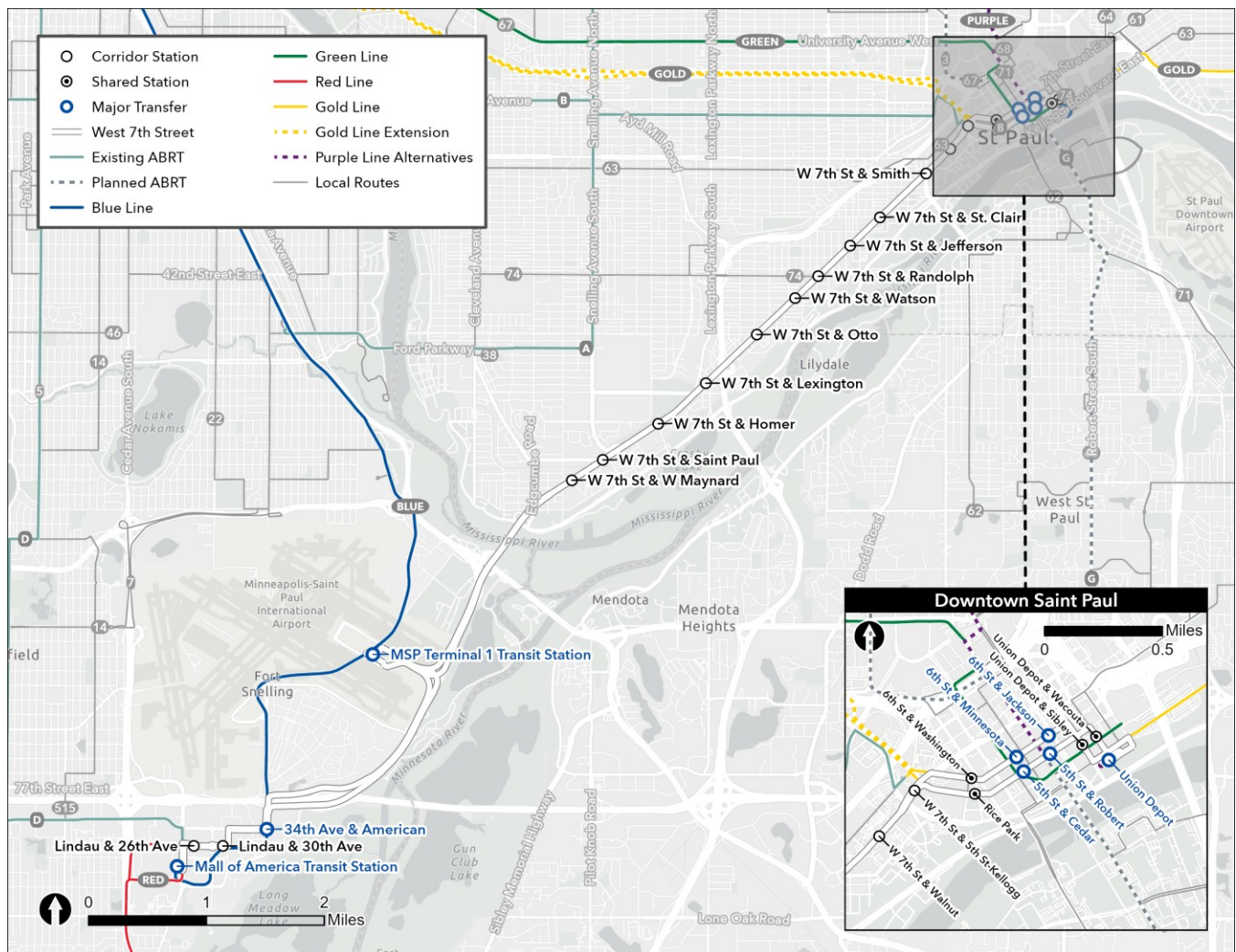
METRO J Line and K Line

METRO J Line project overview

The METRO J Line is a 12.4-mile arterial bus rapid transit line between Union Depot in downtown Saint Paul and the Mall of America in Bloomington, serving Terminal 1 of MSP International Airport via West 7th Street, Highway 5, and American Boulevard. The line will feature approximately 26 in-service stations. It will connect to the existing METRO Blue Line, Green Line, Red Line, Gold Line, B Line, and D Line and planned Bronze Line and G Line. The J Line will replace the existing Route 54 and run approximately every 10-15 minutes on weekdays and weekends during the day, with 20–30-minute service in the early mornings and late evenings.

The J Line will provide fast, frequent, reliable, and comfortable transit service in the West 7th Street corridor. The community along this corridor is more likely to identify as BIPOC (35%), more likely to lower income household (27%), and more likely to live in a household without a car (19%) than the region overall. It will serve an estimated annual 1.2 million rides on the project.

Figure 3. METRO J Line Arterial Bus Rapid Transit Locally Preferred Alternative



Locally Preferred Alternative Description

METRO J Line will run between Union Depot in Downtown St. Paul and Mall of America in Bloomington largely via West 7th Street/Highway 5. In downtown St. Paul the route will run along 6th and 5th streets. Of the 22 stations, most are located in St. Paul along West 7th and in downtown. The route also has a stop at MSP International Airport Terminal 1 and then four stops in Bloomington near Mall of America.

METRO K Line project overview

The METRO K Line is a 9.3-mile arterial bus rapid transit line between downtown Minneapolis in and American Boulevard in Bloomington, via Nicollet Avenue. The line will feature approximately 28 stations. It will connect to the existing METRO Blue, Green, Orange, B, C, D, and E lines, and the planned METRO F and H Lines and Gold Line extension. The K Line will replace the existing Route 18 and run approximately every 10-15 minutes on weekdays and weekends during the day, with 20-to 30-minute service in the early mornings and late evenings.

The K Line will provide fast, frequent, reliable, and comfortable transit service in the Nicollet Avenue corridor. The community along this corridor is more likely to identify as BIPOC (39%), have lower household incomes (27%), and live in a household without a car (21%) than the region overall. It will serve an estimated annual 2.9 million rides.

Locally Preferred Alternative Description

Figure 4 provides a map of METRO K Line preferred alternative. The route will run mainly north/south along Nicollet Avenue between downtown Minneapolis and American Boulevard in Bloomington. The northern end station will be on 4th Avenue between 3rd Street and Washington Avenue in downtown Minneapolis and the southern end station will be on 2nd Avenue at American Boulevard. Stations are spread roughly evenly along the line except within downtown Minneapolis. Major transfer stations include Nicollet Mall at 5th and 7th Streets in downtown Minneapolis and Nicollet and Lake Street.

Project planning processes

The METRO J Line and K Line were selected through the Arterial BRT Plan Update process, which took place over 2025. The Met Council, as the board for the initiating agency of the project, adopted the Arterial BRT Plan Update on March 11, 2026. The J Line and K Line were selected through a four-step planning process that ultimately narrowed down to these two corridors. That process is described below:

Step 1: Identify – 17 initial candidate corridors identified

Metro Transit identified 17 initial candidate corridors for consideration as the next arterial BRT lines. These corridors were chosen from:

- Corridors identified as good candidates for arterial BRT from past BRT planning efforts
- Existing high frequency, high ridership local routes
- Future high frequency routes identified in Network Now, Metro Transit's service plan through 2027
- Corridors identified by agency partners for consideration

Metro Transit shared the 17 candidate corridors for public review and feedback in March 2025. The engagement goals for this initial step were to introduce the plan to transit riders and the public, share the candidate corridors and overall plan goals, and seek feedback on the corridors and plan goals.

The map illustrates the Minneapolis Light Rail system, including proposed and existing lines, stations, and extensions. A legend in the bottom left corner defines the symbols used:

- Corridor Station
- ⊙ Shared Station
- Major Transfer
- Nicollet
- Supporting Service
- Existing ABRT
- Planned ABRT
- Blue Line
- Blue Line Extension
- Green Line
- Green Line Extension
- Red Line
- Orange Line
- Gold Line Extension
- Local Routes

The map shows the following stations and locations:

- Nicollet & Franklin**
- Nicollet & 24th St**
- Nicollet & 27th St**
- Nicollet & Lake**
- Nicollet & 33rd St**
- Nicollet & 35th St**
- Nicollet & 38th St**
- Nicollet & 40th St**
- Nicollet & 43rd St**
- Nicollet & 46th St**
- Nicollet & 50th St**
- Nicollet & Diamond Lake**
- Nicollet & 58th St**
- Nicollet & 60th St**
- Nicollet & 66th St**
- Nicollet & 70th St**
- Nicollet & 73rd St**
- Nicollet & 77th St**
- Nicollet & American**
- 2nd Ave & American**

The map also shows the following lines and extensions:

- Blue Line** (solid blue line)
- Blue Line Extension** (dotted blue line)
- Green Line** (solid green line)
- Green Line Extension** (dotted green line)
- Red Line** (solid red line)
- Orange Line** (solid orange line)
- Gold Line Extension** (dotted yellow line)

The map includes a scale bar (0 to 1 mile) and a north arrow. The map also shows the following locations:

- St. Louis Park
- Excelsior Boulevard
- Vernon Avenue
- 50th Street West
- France Avenue South
- Penn Avenue South
- 66th Street West
- 16th Street West
- 90th Street West
- 98th Street West
- Lyndale Avenue South
- Portland Avenue South
- Black Dog Lake
- Long Meadow Lake
- Fort Snelling State Park
- Sibley Memorial Highway
- Minneapolis-Saint Paul International Airport
- Mississippi River
- Minnesota River
- Gun Club Lake
- Black Dog Lake

Step 2: Screen – 10 corridors advanced for additional consideration

In summer 2025, Metro Transit applied screening criteria to the initial candidate corridors to narrow down to the 10 most promising corridors to consider in more detail as the next arterial BRT lines. Corridors were screened based on how well they aligned with the plan goals:

- Build on success to grow ridership by investing in arterial BRT where people use transit most
- Advance equity and reduce regional disparities in access to opportunities
- Balance expanded arterial BRT investment with available resources
- Grow a network that connects transit-supportive land uses and supports all-day, all-purpose travel

In July and August 2025, Metro Transit shared the 10 advanced candidate corridors for public review and feedback. The engagement goals for this step included seeking overall feedback on the 10 corridors and priorities and gathering specific feedback on individual corridors. During this step, several online and in-person engagement tools were used to gather community input.

Step 3: Evaluate – corridors ranked based on technical evaluation

In fall 2025, Metro Transit completed the evaluation step. Each advanced corridor was developed in more detail, including concept station locations and concept service plans. Advanced corridors were evaluated and ranked based on detailed technical evaluation criteria assessing their potential success as an arterial BRT line. Key criteria included population and jobs served, benefit to disadvantaged populations, capital and operating costs, overall fit within the existing and planned METRO network, and existing and anticipated future ridership, among others.

Step 4: Prioritize – select the J and K Lines

Starting from the technical evaluation results, Metro Transit reviewed each corridor for readiness and overall fit within the transit network. This review considered three questions:

- How compatible are current and future roadway conditions with arterial BRT infrastructure and service?
- How well does each corridor fit within the existing and planned transit network?
- Are there major unanswered questions about the arterial BRT corridor alignment?

Based on this review, Metro Transit recommended the West 7th Street corridor as the METRO J Line, and the Nicollet Corridor as the METRO K Line. The Met Council adopted the plan with these recommendations on March 11, 2026.

Public engagement

The Arterial BRT Plan Update incorporated and built upon several past and ongoing public engagement and outreach processes to determine overall goals for the plan and guide development and recommendations. These included the Metro Transit Network Now planning effort, which identified planned changes to the local and express network, the 2050 Transportation Policy Plan goals and objectives, and Metro Transit's long-term strategic framework.

Two primary engagement periods were held to seek feedback on the initial corridors identified and the corridors advanced for more detailed consideration. These were held in March 2025 and July-August 2025. Key engagement tools and communications methods included:

- Online interactive map and survey soliciting feedback and comments on individual corridors, goals and criteria, and the overall network.
- Email newsletters and rider alerts to reach transit riders

- Rider intercepts onboard buses and at bus stops
- Coordination with community organizations, neighborhood organizations, and other project stakeholders
- Pop up events and information sharing at key points along planned corridors and high ridership locations

Engagement outcomes informed the development and prioritization of the four project goals, identified key potential gaps, challenges, and opportunities under each corridor under consideration (this feedback is being carried forward into future planning phases for advanced corridors), and the development and assessment of corridors during the prioritization phase of the project.

Local support

Resolutions of support are in Appendix A from all affected local governments including the Cities of Minneapolis, Saint Paul, Richfield, and Bloomington as well as Hennepin and Ramsey Counties.

Updates to 2050 Transportation Policy Plan

This amendment to the 2050 Transportation Policy Plan will include changes to the Transit Investment Plan chapter and Long-Range Capital Project Lists. Changes to specific sections of the plan are detailed below. In addition, all mentions of METRO Purple Line are changed to METRO Bronze Line.

Transit Investment Plan changes

Updates to transitway investments included in the current plan

This section summarizes the transitway projects included in the fiscally constrained plan. The summarized list of projects at the beginning will read as follows:

- *An extension of each light rail line – the METRO Green and Blue Lines*
- *Two dedicated bus rapid transit expansions – the METRO Gold and Bronze Lines*
- *Five arterial bus rapid transit expansions – the METRO F, G, H, J, and K Lines*

All projects included in the plan have a locally preferred alternative and an accepted funding plan. These projects are advancing through project development phases, such as environmental clearances, design and engineering, or construction, with a tentative opening date planned.

METRO B and E Lines are now existing transitways in operation.

Project status updates

The description for the METRO Purple Line is replaced with METRO Bronze Line. METRO J Line and METRO K Line are added, and West 7th Corridor is removed in the project status updates in the Transitway section.

METRO Bronze Line Dedicated BRT

This 9.8-mile dedicated BRT project with 4.9 miles of bus lanes will provide faster and more reliable transit service to the cities of St. Paul and Maplewood and will connect with existing and future METRO system lines, including METRO Green, Gold, B, G, and H Lines, as well as local and express bus routes. The line will replace Route 58 along White Bear Avenue and part of Maryland Avenue with enhanced service and facilities. The Metropolitan Council, Ramsey County, and the cities of Maplewood and St. Paul announced the METRO Bronze Line bus rapid transit (BRT) project in December 2025 as a reimaged and community responsive version of the Purple Line BRT project. Preliminary engineering is expected to commence in summer 2026.

METRO J Line Arterial BRT

The METRO J Line is a planned arterial BRT line that will provide faster and more reliable transit service in the West 7th corridor currently served by Route 54. It will travel between Union Depot in downtown St. Paul and Mall of America Transit Center in Bloomington and include service to MSP international airport. Preliminary planning for the J Line is currently underway; the corridor plan is anticipated to be adopted in 2027.

METRO K Line Arterial BRT

The METRO K Line is a planned arterial BRT line that will provide faster and more reliable transit service in the Nicollet corridor currently served by Route 18. It will travel between downtown Minneapolis and American Boulevard in Bloomington. Preliminary planning for the K Line is anticipated to begin in 2027; the corridor plan is anticipated to be adopted in 2028.

Maps

Maps including transitway expansion investments are updated to replace METRO Purple Line with METRO Bronze Line and add METRO J and K Lines. Additionally, METRO B and E Lines are updated to existing transitways in the region reflecting their service opening in 2025. Northstar Commuter Rail is shown as suspended reflecting action by the Met Council in early 2026. These changes affect seven maps including (figure references to the original adopted plan):

- Transit Capital Levy District (Figure 8.3)
- Current transit system, by mode (Figure 8.6)
- Current transitway system (Figure 8.7)
- Park-and-rides, transit centers, and hubs (Figure 8.9)
- Transitway expansion investments (Figure 8.17)
- Population and transitways (Figure 19.2)
- Population and 2050 transit investments (Figure 19.5)

These maps are shown in Appendix B and the Environmental Justice Analysis updates sections. These updated figures also include any changes from previous amendments.

Long-range Highway and Transit Capital Project Lists changes

The information on METRO Purple Line is amended in the Long-Range Capital Project Appendix transit project list to reflect METRO Bronze Line and the information for METRO J and METRO K Lines is added as shown in Table 3 below. Estimated costs are year of expenditure dollars.

Table 3. Changes and additions to long-range transit capital projects (year of expenditures dollars), 2025-2050

Category	Route	Project Description	Estimated Cost	Timeframe
Transitway System	METRO Bronze Line	9.8-mile bus rapid transit route between Union Depot in Saint Paul and Maplewood Mall Transit Center.	\$375,000,000*	2025-2035
Transitway System	METRO J Line	12.5-mile arterial bus rapid transit line connecting downtown St Paul with MSP airport via W 7 th Street as well as Mall of America.	\$75,000,000	2030-2035
Transitway System	METRO K Line	9.3-mile arterial BRT line on Nicollet Ave connecting downtown Minneapolis and Bloomington.	\$97,000,000	2030-2035

Notes: *The estimated cost for METRO Bronze Line does not include pavement replacement work on White Bear Avenue between Frost and Beam Avenues that will be completed by Ramsey County.

Effects on the Plan

Transportation finance

Adopting the changes to the TPP detailed in this amendment will increase transit capital and operating spending in the fiscally constrained plan. Total capital spending increases by \$155 million and is covered through existing sources in the original TPP. Transit operating expenditures increase by a net amount of \$275 million over the life of the plan with \$56 million of the net change covered by fares and advertising and the remaining \$219 million covered by unallocated regional sales and use tax.

Planned transit capital spending decreases by approximately \$25 million due to changes in scope and updated cost estimates for METRO Bronze Line. METRO J Line increases planned transit capital spending by \$75 million and METRO K Line increases planned transit capital spending by \$105 million.

Additional local capital spending for METRO Bronze Line is covered by Ramsey County revenue sources, as the local project funding partner. METRO J and K Lines capital revenue sources include federal funds allocated through the Regional Solicitation, regional transit capital funds, and state funding. Transit operations spending identified in the 2050 TPP already included costs for operating METRO Purple Line and Route 58 (Bronze Line), Route 54 (J Line) and Route 18 (K Line). Expanded operating costs resulting from the changes in this amendment are covered by existing identified revenue sources in the 2050 TPP.

METRO Bronze Line funding

Total capital costs for METRO Bronze Line are estimated at \$375 million. This is a net \$25 million decrease from the estimate for METRO Purple Line in 2050 TPP Long-range Highway and Transit Capital Project Lists that is replaced. This decrease is mainly due to changes in route design that decreases the share of the route that will operate on exclusive right-of-way. These figures exclude pavement replacement work on White Bear Avenue between Frost and Beam avenues that will be completed by Ramsey County.

Capital funding

The region previously assumed about 49% of project costs would be covered by FTA Capital Investment Grant (CIG) program funds. Given changes in the route and operating right-of-way, the region is no longer assuming any CIG program funding for Bronze Line. Capital costs are shared among Ramsey County and the Metropolitan Council, with the County providing \$340 million (approximately 91%) for the project portion in St. Paul plus the cost of pavement replacement on White Bear Avenue between Frost and Beam avenues, and the Council providing \$35 million (about 9%) for the project portion in Maplewood excluding the pavement replacement on White Bear Avenue.

Table 4. METRO Bronze Line capital funding revenue sources through 2050 in millions of dollars*

Funding Source	Current TPP	Amendment Change	Revised Total	Share	Relationship to Funding Assumed in Adopted TPP
FTA – CIG New Starts	\$196	-\$196	\$0	0%	Federal funding no longer assumed
Ramsey County/ Regional Railroad Authority	\$204	\$136	\$340	91%	Allocated from existing local source
Council Funds	\$0	\$35	\$35	9%	Allocated from existing local source
Total	\$400	-\$25	\$375		

Notes: *Figures rounded to nearest million

Operations funding

Operating and maintenance costs for the first full year of METRO Bronze Line operation in 2033 are estimated at approximately \$21 million. Total operations expenditures over the life of the 2050 TPP are estimated to be roughly \$487 million, or about \$27 million per year over 18 years with an assumed service start of January 2033. This results in a net increase of \$129 million over estimated operating expenditures in the 2050 TPP for METRO Purple Line. The source of these differences is largely due to increased service hours for the Bronze Line compared to the Purple Line as well as some updates to operations costs based on changes since the Council adopted the original TPP.

These costs covered with revenues from fares and advertising and regional sales and use tax. These revenue sources were already identified in the original 2050 TPP. No additional revenues are needed. This change results in a net reduction of \$103 million from the remaining transit opportunity funds in comparison to the original 2050 TPP.

Table 5. METRO Bronze Line operating funding revenue sources through 2050 in millions of dollars*

Funding Source	Current TPP	Amendment Change	Revised Total	Share	Relationship to Funding Assumed in Adopted TPP
Fare revenues & advertising	\$72	\$26	\$97	20%	Federal funding no longer assumed
Regional transportation sales and use tax	\$287	\$103	\$390	80%	Allocated from existing local source
Total	\$359	\$129	\$487		

Notes: *Figures rounded to nearest million

METRO J Line funding

Total capital costs for METRO J Line are estimated at \$75 million, which is a new capital cost being added to the fiscally constrained plan.

Capital funding

This project is funded through a mix of federal, state, and local sources. These include federal funding allocated through the Regional Solicitation process, other federal funding sources, state funding, and local regional transit capital funds. If the state does not provide funding for the project, that share of the capital costs would need to be funded through another source.

Table 6. METRO J Line capital funding revenue sources through 2050 in millions of dollars*

Funding Source	Current TPP	Amendment Change	Revised Total	Share	Relationship to Funding Assumed in Adopted TPP
Federal Funds – Regional Solicitation	\$0	\$30	\$30	40.2%	Allocated from existing source
Federal Funds – Other	\$0	\$8	\$8	10.2%	Allocated from existing source
Regional Transit Capital	\$0	\$6	\$6	8.2%	Allocated from existing source
State funding	\$0	\$45	\$45	41.5%	New funding assumed
Total	\$0	\$75	\$75		

Operations funding

Operating and maintenance costs for the first full year of METRO J Line operation in 2031 (preliminary estimate) are estimated at \$20 million. Total J Line operations spending is estimated to be \$508 million through 2050. This is a net increase of \$36 million over the anticipated cost of operating Route 54 over

the same period. These costs are covered with revenues from fares, advertising, and regional sales and use tax. These revenue sources were already identified in the original 2050 TPP. No additional revenues are expected to be needed.

Table 7. METRO J Line operating funding revenue sources through 2050 in millions of dollars*

Funding Source	Current TPP	Amendment Change	Revised Total	Share	Relationship to Funding Assumed in Adopted TPP
Fares & advertising	\$94	\$8	\$102	20%	Increase in existing revenue
Regional transportation sales and use tax	\$378	\$28	\$406	80%	Allocated from existing source
Total	\$472	\$36	\$508		

Notes: *Figures rounded to nearest million

Allocating regional transportation sales and use taxes to METRO J Line operating costs results in a \$28 million net reduction of the remaining transit opportunity funds compared to the original 2050 TPP.

METRO K Line funding

Total capital costs for METRO K Line are estimated at \$105 million, which is a new capital cost being added to the fiscally constrained plan.

Capital funding

This project is funded through a mix of federal, state, and local sources. These include federal funding allocated through the Regional Solicitation process, other federal funding sources, state funding, and local regional transit capital funds.

Table 8. METRO K Line capital funding revenue sources through 2050 in millions of dollars*

Funding Source	Current TPP	Amendment Change	Revised Total	Share	Relationship to Funding Assumed in Adopted TPP
Federal Funds – Regional Solicitation	\$0	\$30	\$30	28.5%	Allocated from existing source
Federal Funds – Other	\$0	\$11	\$11	10.2%	New funding assumed
Regional Transit Capital	\$0	\$8	\$8	8.1%	Allocated from existing source
State Funds	\$0	\$56	\$56	53.2%	New funding assumed
Total	\$0	\$105	\$105		

Notes: *Figures rounded to nearest million

Operations funding

Operating and maintenance costs for the first full year of METRO K Line operation in 2033 (preliminary estimate) are estimated at \$33 million. Total K Line operations spending is estimated to be \$731 million through 2050. This is a net increase of \$110 million over the anticipated cost of operating Route 18 over the same period. These costs are covered with revenues from fares, advertising, and regional sales and use tax. These revenue sources were already identified in the original 2050 TPP. No additional revenues are expected to be needed.

Table 9. METRO K Line operating funding revenue sources through 2050 in millions of dollars*

Funding Source	Current TPP	Amendment Change	Revised Total	Share	Relationship to Funding Assumed in Adopted TPP
Fares & advertising	\$124	\$22	\$146	20%	Increase in existing revenue
Regional transportation sales and use tax	\$497	\$88	\$585	80%	Allocated from existing source
Total	\$621	\$110	\$731		

Notes: *Figures rounded to nearest million

The allocation of regional transportation sales and use taxes to METRO K Line operating costs results in a net reduction of \$88 million from the remaining transit opportunity funds in comparison to the original 2050 TPP.

Equity and Environmental Justice

To quantify the equity effects of amending the METRO Bronze, J, and K Lines into the 2050 TPP fiscally constrained plan, Met Council staff re-analyzed access to destinations via transit analysis using the regional model for employment and community resources. This analysis compares the plan's accessibility benefits for the entire region with the benefits to areas with higher percentages of people in poverty, people of color, and people with disabilities. Accessibility benefits are estimated by analyzing the difference between accessibility under the 2050 TPP investments (the Build scenario) and accessibility under a scenario in which no transportation investments are made after 2025 (referred to as a No Build scenario). In this case, accessibility is measured by how many jobs residents can reach on average in 45 minutes by transit. Access to jobs by automobile was not modeled for this amendment as regionally significant changes to the roadways system and its performance are not expected as a result of these projects.

Overall, modeling indicates that the amendment will have a positive effect on access to jobs for the entire region and for people with disabilities, people experiencing poverty, and people of color. **Error! Reference source not found.** summarizes the percent change in accessibility between these two scenarios for the entire region and for census tracts with percentages above the regional average for the three population groups. These population groups are mapped in **Error! Reference source not found.** and **Error! Reference source not found.** on the following pages.

Table 10. Percent change in average job accessibility by transit between the no build and build scenarios

Mode	Regional	People with disabilities	People in poverty	People of color
Transit	15%	15%	18%	17%

Notes: U.S. Census, 2018-2022 American Community Survey 5-Year Estimates, tract level, with Metropolitan Council forecasts and University of Minnesota Accessibility Observatory data

The percent changes in access to jobs via transit all increased by roughly one percentage point between TPP Amendment #1 and this amendment. Accessibility benefits are slightly higher for people in poverty and people of color. As a note, these groups of census tracts have access by transit to higher average overall numbers of jobs as a baseline when compared to the rest of the region, likely due to generally higher overall development densities and levels of transit service. Figures 5 and 6 identify the populations of color, people with disabilities, and low-income residents in the region, along with the existing transitways and bus routes and planned transitways.

Performance Outcomes

Since the amendment consists of a limited number of changes to the transit system, staff anticipate the amendment will have minimal impacts to the overall regional transportation system in the 2050 Build Scenario. Council staff focused its evaluation on the amendment’s impact on transit related performance measures. Table 9 below compares the forecasted transit mode share and transit accessibility before and after the amendment.

Table 11. Modeled 2050 performance outcomes

Performance measure	2025 base	2050 no-build	2050 Before Amendment	2050 With Amendment
Average Job Accessibility by Transit (within 45 minutes)	38,446	49,215	56,052	56,631
Took Transit Mode Share of All Regional Trips	2.8%	3.1%	3.2%	3.2%

The amendment increases the regional average job accessibility by transit by about 580 jobs (or 1%). Accessibility gains are higher for individual neighborhoods more directly affected by the amendment’s transit improvements. Forecasted ridership goes up with the amendment, but not enough to increase the forecasted regional transit mode share of 3.2%.

Figure 5. Population and transitways

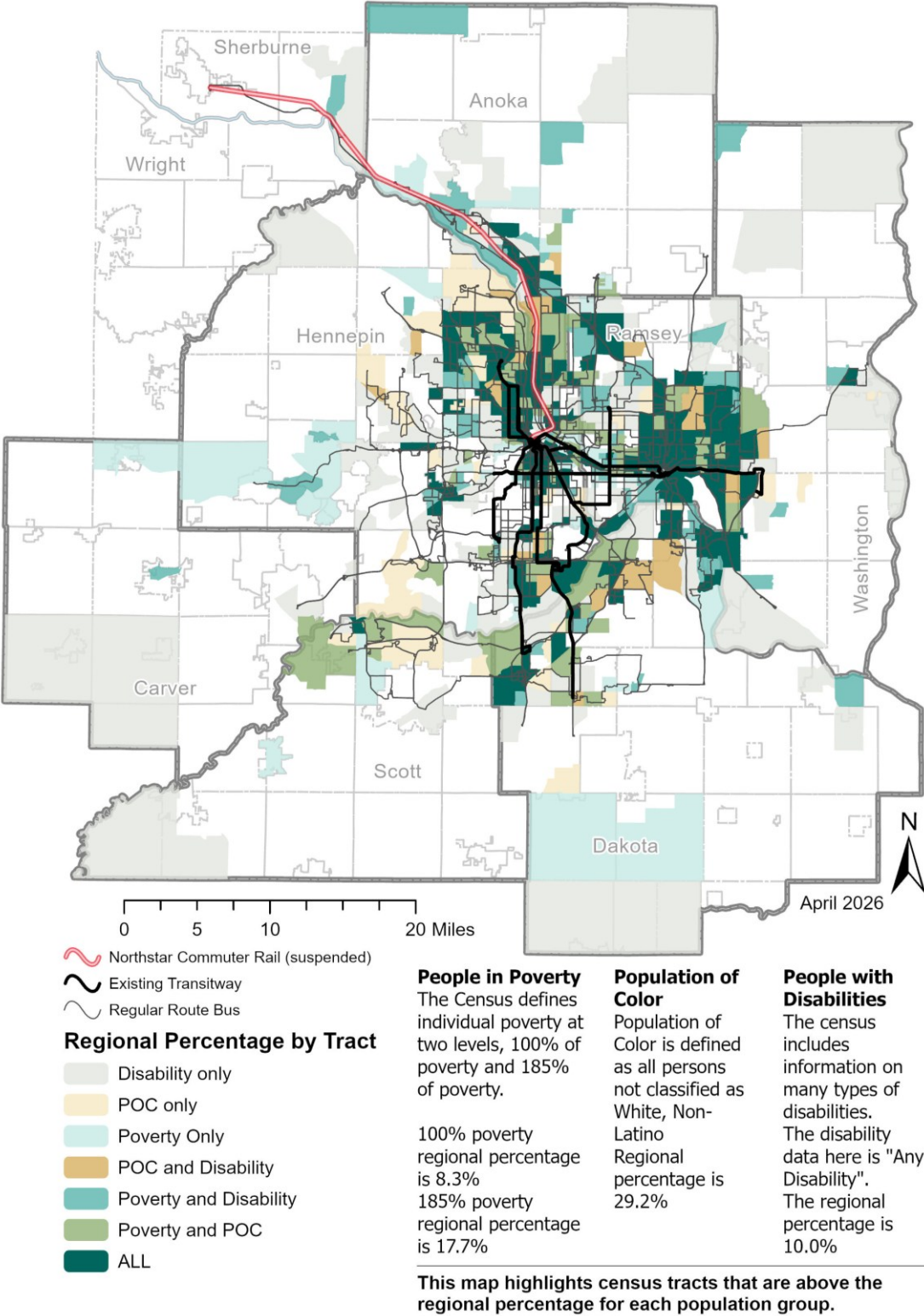
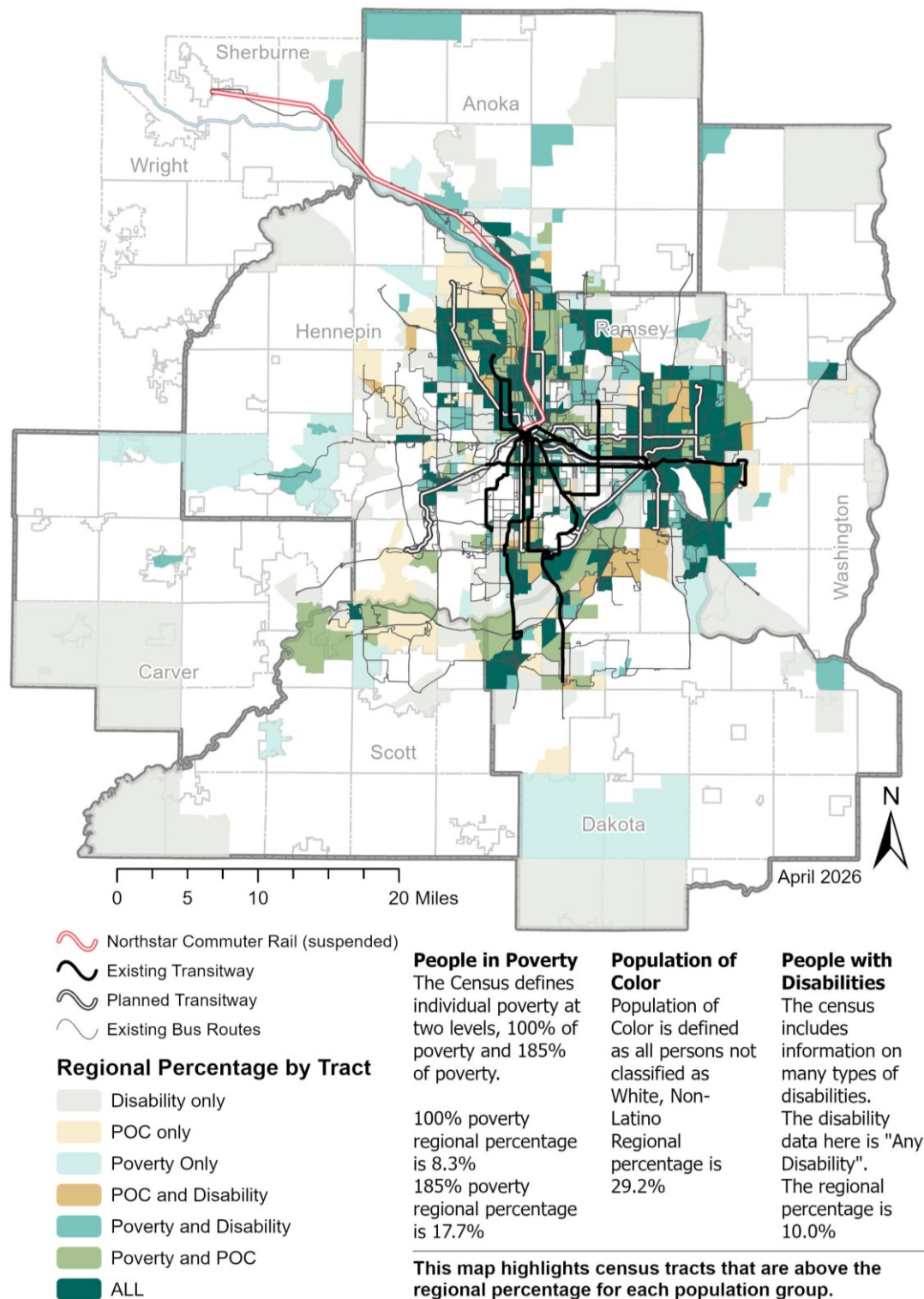


Figure 6. Populations and 2050 transit investments



Appendix B – Updated Maps

Figure 7. Map of the Transit Capital Levy District

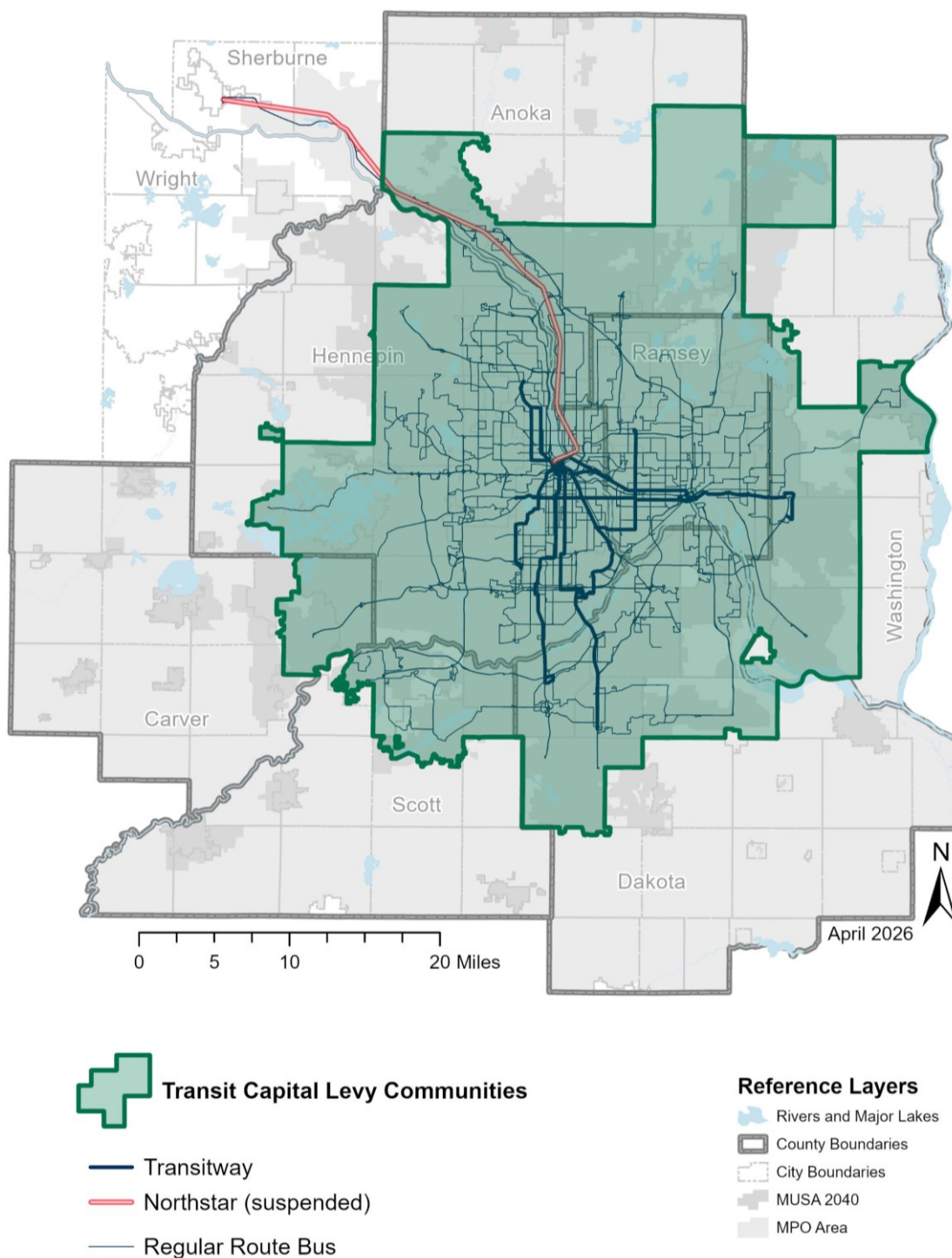


Figure 8. Map of current regular-route transit system, by mode

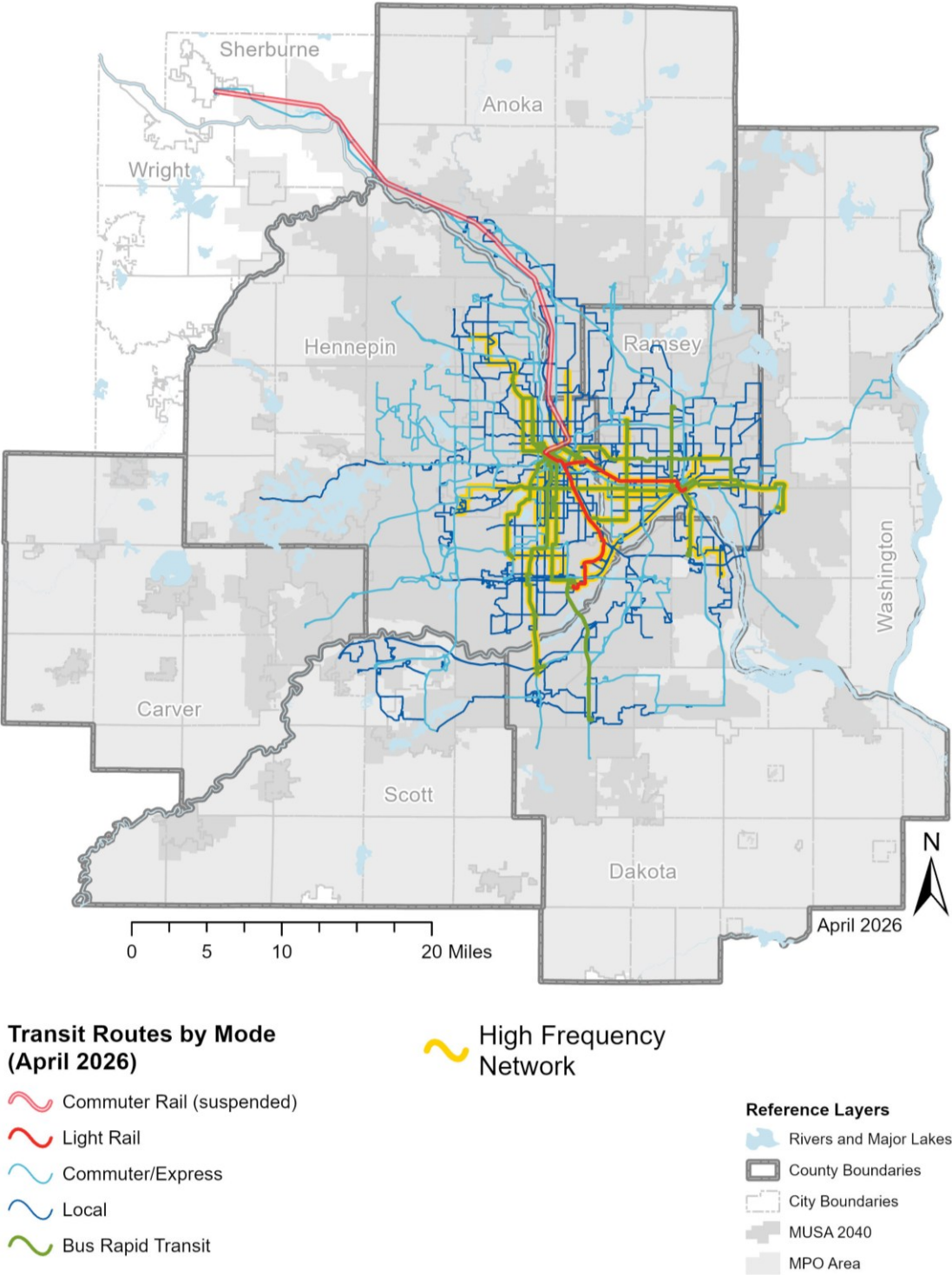


Figure 9. Map of current transitway system

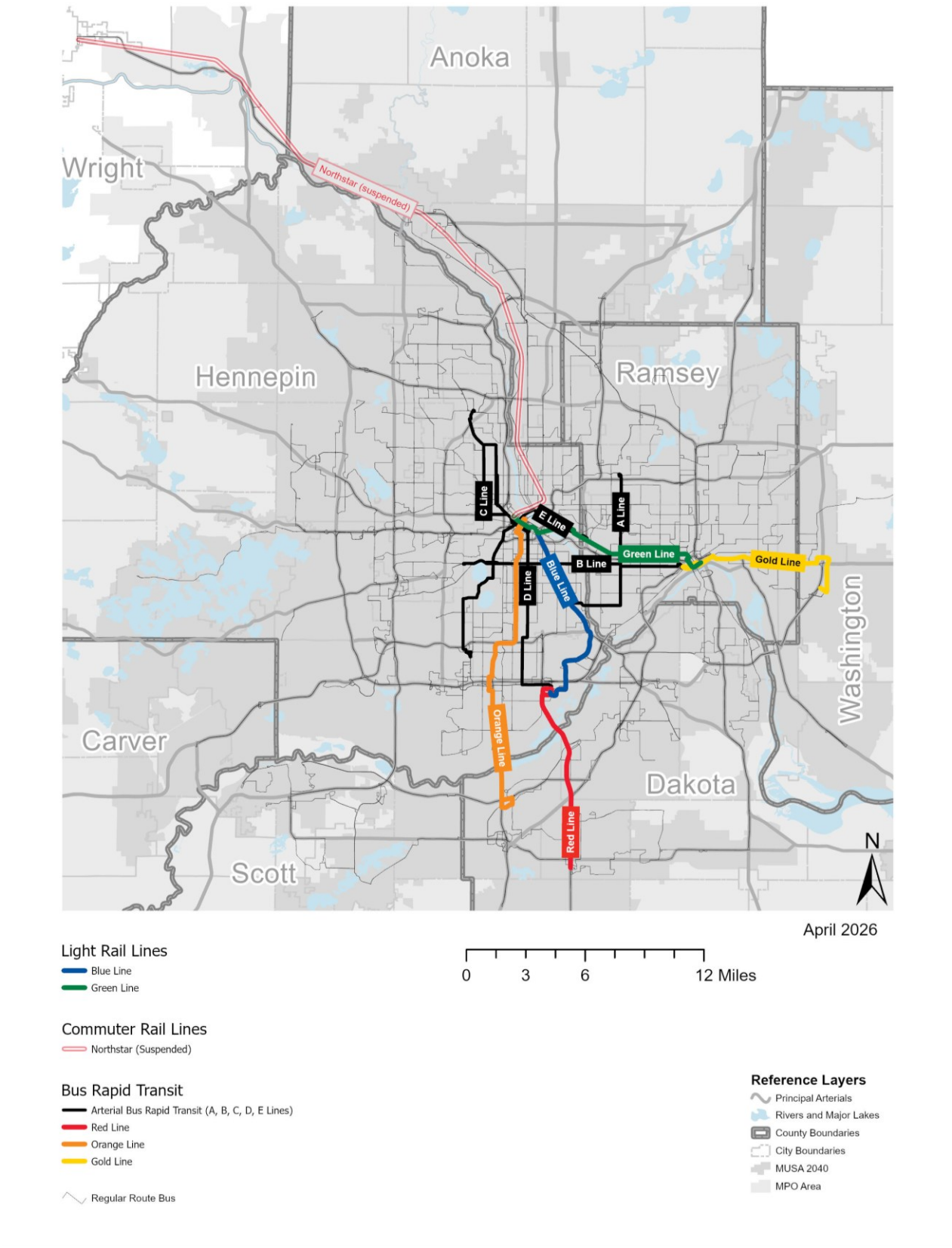


Figure 10. Map of park and rides, transit centers, and hubs

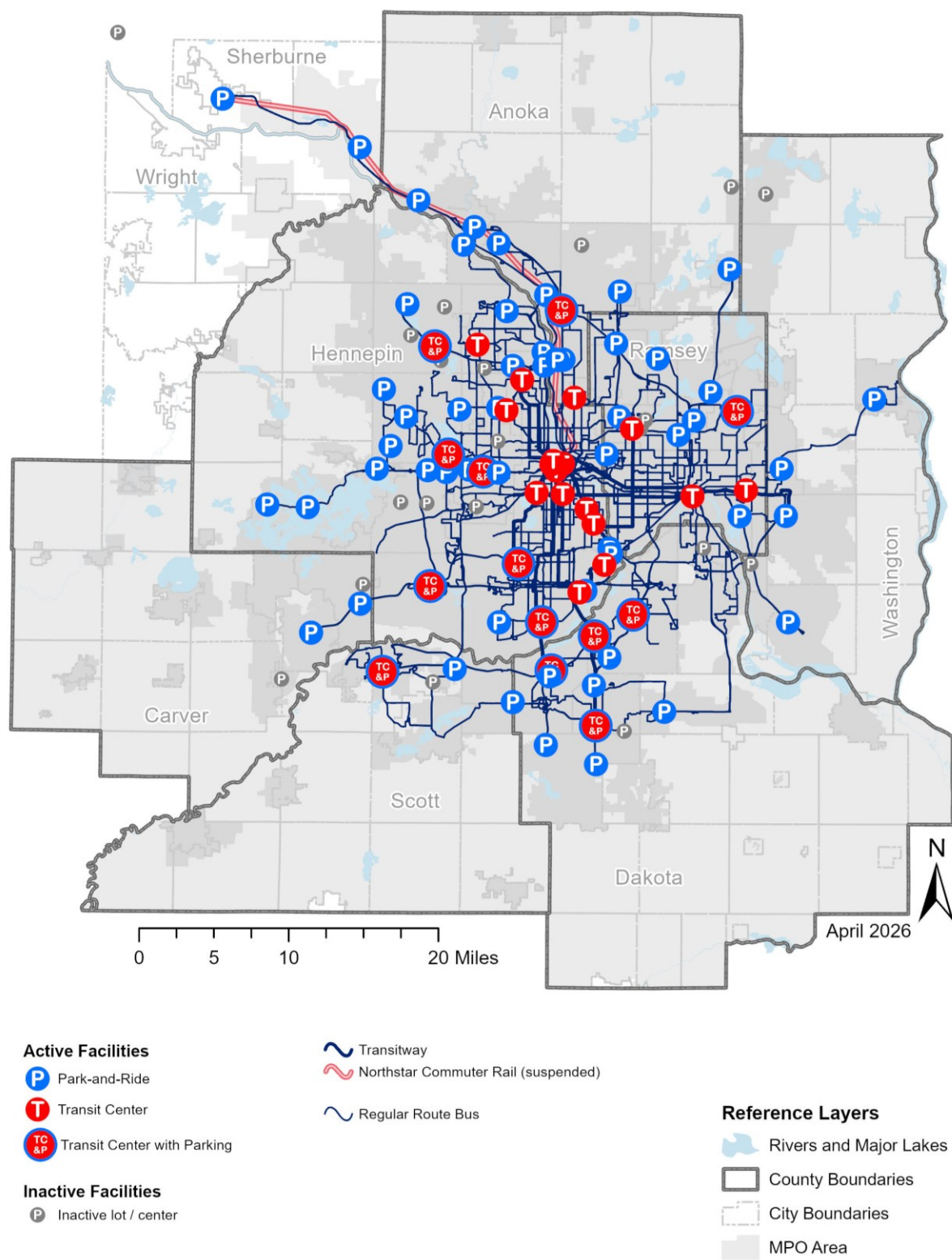
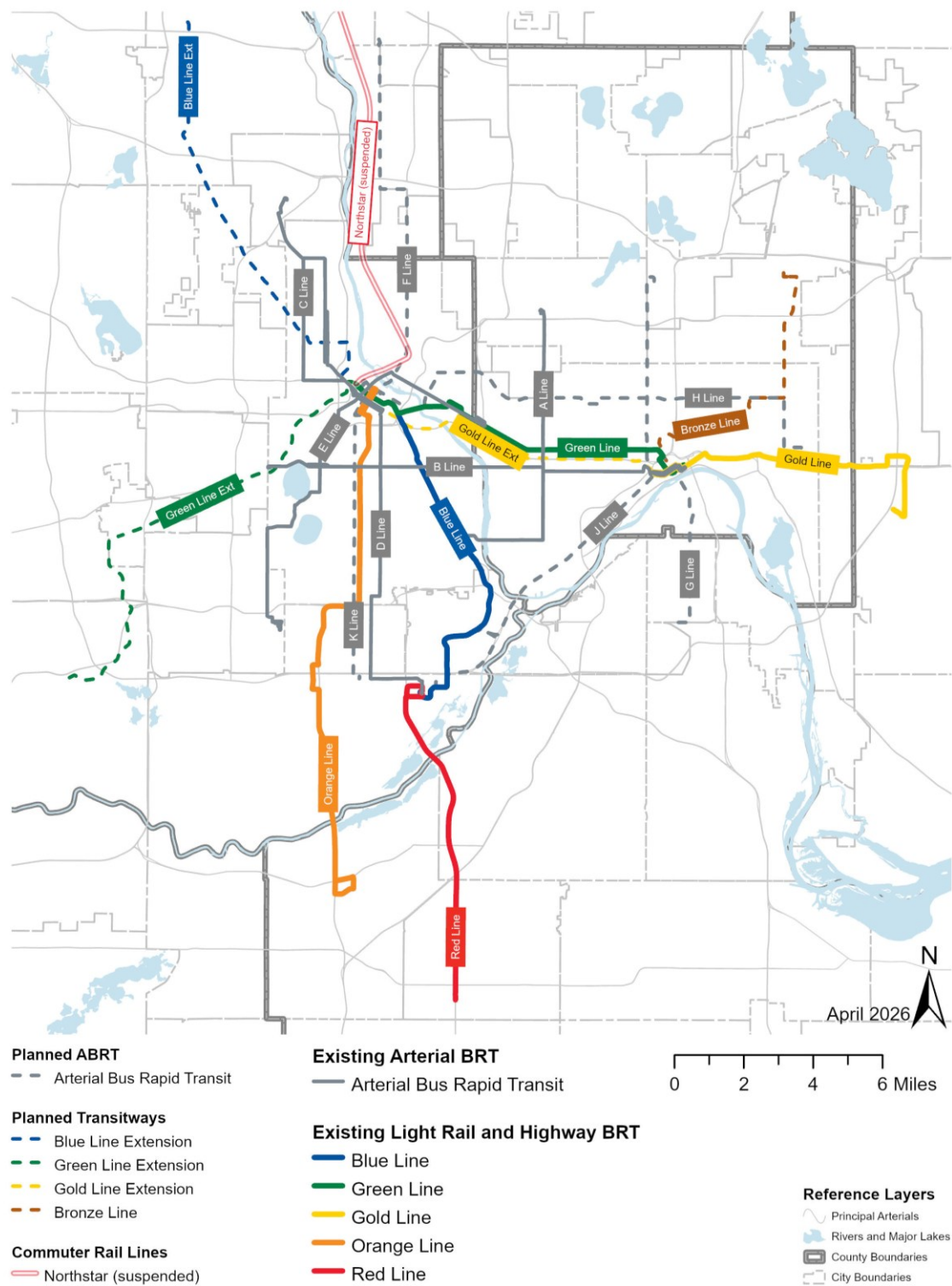


Figure 11. Map of transitway expansion investments



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