Appendix A – Demonstration of Local Support

METRO Bronze Line – Resolutions of Support

Resolutions of support were received from all affected local governments including the cities of Saint Paul and Maplewood. Capital Area Architectural and Planning Board and the Minnesota Department of Transportation have provided letters of support. Resolutions or letters from each of these organizations are provided on the following pages.

Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 55113

May 14, 2026

RE: TPP amendment for the METRO Bronze Line, METRO J Line, and METRO K Line

Chair Jim Hovland
Transportation Advisory Board
Metropolitan Council

Greetings,

The Minnesota Department of Transportation (MnDOT) supports the Metropolitan Council's request to amend the Transportation Policy Plan (TPP) to address changes to the Bronze Line Bus Rapid Transit (BRT) project and add the Metro J Line and K Line arterial bus rapid transit (ABRT) projects to the fiscally constrained plan.

MnDOT affirms previous support for these projects in that they meet regional policy and goals, as well as MnDOT's vision of a multimodal transportation system that maximizes the health of people, the environment and our economy. These transit improvements further MnDOT goals to:

- Promote a safety culture
- Advance transportation equity
- Champion sustainability actions
- Maximize stewardship of resources
- Foster a thriving workforce

METRO Bronze Line
The METRO Bronze Line Bus Rapid Transit (BRT) Project (formerly known as the METRO Purple Line Bus Rapid Transit Project) is a regional transit investment led jointly by the Metropolitan Council and Ramsey County in partnership with Metro Transit, the City of Saint Paul, the city of Maplewood, and the Minnesota Department of Transportation.

The METRO Bronze Line represents the continuation of the previously approved Rush Line/METRO Purple Line corridor, with modifications to the northern alignment resulting from Route Modification Phase I and Phase II. The current project's purpose, corridor limits, and regional mobility objectives remain consistent with prior MnDOT support.

METRO J Line and K Line ABRTs
The **METRO J Line** is a 12.5-mile route that will connect downtown Saint Paul, Minneapolis-St. Paul International Airport (MSP), and the Mall of America (MOA) operating primarily along State Highway 5 (West 7th Street). This corridor has been identified through Metro Transit's Arterial Bus Rapid Transit (ABRT) Plan Update and is one of the top scoring corridors for future ABRT based on the technical evaluation criteria.

As the roadway owner of Highway 5 (West 7th Street), MnDOT has and will continue to partner with the city of Saint Paul, Ramsey County, and Metropolitan Council/Metro Transit on implementing roadway improvement projects along the corridor in coordination and consistent with J Line ABRT construction and goals for our partners.

The **Metro K Line** ABRT connects downtown Minneapolis and Bloomington and will provide faster and more reliable transit service in the Nicollet Avenue corridor currently served by Route 18. While the K Line ABRT does not travel directly on a MnDOT route, it does intersect with several state highways. MnDOT supports and will continue to partner with Metropolitan Council/Metro Transit on coordination for this project.

MnDOT is pleased to support these amendments to the TPP as well as partner with Metropolitan Council/Metro Transit to deliver transitway projects with staffing and leadership support. Metro District's Transit group and others work teams have been assisting Metro Transit for the past 20 years to deliver high-quality transit improvements in the Twin Cities metropolitan area and will continue to build on the partnership.

Sincerely,

Khani Sahebjam

Digitally signed by Khani Sahebjam
Date: 2026.05.15 09:49:22 -05'00'

Khani Sahebjam, PE
Metro District Engineer

CC: Lesley Kandaras, General Manager, Metro Transit
Robin Hutcheson, Chair of the Metropolitan Council
Nancy Daubenberger, Commissioner of Transportation

Certified Copy

RAMSEY COUNTY

Regional Railroad Authority Resolution

R2026-008

15 West Kellogg Blvd.
Saint Paul, MN 55102
651-266-9200

Sponsor: Public Works

Meeting Date: 3/17/2026

Title: Support for the Revised Locally Preferred Alternative for the METRO Bronze Line Bus Rapid Transit Project

File Number: 2026-094

Background and Rationale:
The METRO Bronze Line Bus Rapid Transit (BRT) Project (formerly known as the METRO Purple Line Bus Rapid Transit Project) is a regional transit investment led jointly by the Metropolitan Council and Ramsey County in partnership with Metro Transit, the city of Saint Paul, the city of Maplewood, and the Minnesota Department of Transportation.

The project has evolved over time:

- 2017 - The Ramsey County Regional Railroad Authority supported the original Rush Line Locally Preferred Alternative (LPA).
- 2021 - The project advanced as the METRO Purple Line BRT and entered the Federal Transit Administration Project Development phase under the Capital Investment Grant program.
- 2022 - Following the city of White Bear Lake withdrawing support, the Metropolitan Council initiated a Route Modification Phase I study to identify a new northern terminus.
- 2023-2024 - A Route Modification Phase II study evaluated alternative alignments north of Maryland Avenue, including White Bear Avenue and Bruce Vento Trail options, with technical analysis and corridor-wide community engagement.
- 2023-2025 - Ramsey County worked closely with the city of Maplewood and other partners to address municipal concerns and refine the project definition north of Maryland Avenue.
- September 2025 - The Ramsey County Board received a workshop update on the Bronze Line (formerly known as Purple Line) and anticipated recommendation.
- December 11, 2025 - The Bronze Line Corridor Management Committee recommended a revised LPA.

The METRO Bronze Line represents the continuation of the previously approved Rush Line / METRO Purple Line corridor, with modifications to the northern alignment resulting from Route Modification Phase I and Phase II. The project's purpose, corridor limits, and regional mobility objectives remain consistent with prior board actions.

The revised LPA redefines the project as the METRO Bronze Line and consists of a 10-mile corridor between Union Depot in downtown Saint Paul and the Maplewood Mall Transit Center with 22 stations and associated corridor improvements.

In Saint Paul, the revised LPA includes reconstructed and new stations; roadway reconstruction on Pennsylvania Avenue, Maryland Avenue, and White Bear Avenue up to Larpenteur; semi-exclusive, side-running bus lanes; improvements to Phalen Boulevard; reconstruction of the Bruce Vento Regional Trail to accommodate dedicated bus lanes; and new busway bridges at Arcade Street and Johnson Parkway. Reconstruction of Pennsylvania Avenue, Maryland Avenue, and White Bear Avenue is consistent with Ramsey County's All-Abilities Transportation Network and includes lane conversion to support transit priority.

In Maplewood, the revised LPA includes six stations, improvements to the Maplewood Mall Transit Center, and pavement replant between Frost Avenue and Beam Avenue. In Maplewood, buses will operate in existing lanes without conversion to dedicated bus lanes.

The current planning-level capital cost estimate for the METRO Bronze Line is approximately $375 million in year-of-expenditure dollars. Ramsey County is anticipated to provide approximately 90 percent of the total project cost (approximately $340 million), with final funding commitments to be established through a future Capital Grant Agreement (CGA).

Because the Bronze Line Corridor Management Committee has recommended a revised LPA, impacted partner agencies are required to take formal action indicating support. The Metropolitan Council will use these actions as justification to adopt the revised LPA into the region's Imagine 2050 Transportation Policy Plan. Upon adoption, Ramsey County and Metro Transit will continue advancing final design, environmental review, and preparation of a CGA to define funding commitments and delivery responsibilities.

Recommendation:
The Ramsey County Regional Railroad Authority resolved to:

1. Support the revised Locally Preferred Alternative for the METRO Bronze Line Bus Rapid Transit Project.
2. Support amendment of the Metropolitan Council's Imagine 2050 Transportation Policy Plan to incorporate the revised METRO Bronze Line project definition.
3. Authorize Ramsey County Regional Railroad Authority Chair to transmit the resolution to the Metropolitan Council to amend the Metropolitan Council's Imagine 2050 Transportation Policy Plan to incorporate the revised project definition, and direct that this action be transmitted to the Metropolitan Council and Metro Transit.

A motion to approve was made by Commissioner Miller, seconded by Commissioner Xiong.
Motion passed.
Aye: - 7: Jebens-Singh, McGuire, McMurtrey, Miller, Moran, Ortega, and Xiong

By: Jason Yang
Jason Yang, Chief Clerk - County Board

I,Jason Yang, Chief Clerk - County Board, duly appointed and qualified for Ramsey County, Minnesota, do hereby certify that the foregoing is a true and correct copy of Resolution (R2026-008), passed by the Ramsey County Regional Railroad Authority on 03/17/2026.

Attest: Jason Yang
Chief Clerk - County Board, Jason Yang

3/17/2026
Date Certified

City Hall and Court House
15 West Kellogg Boulevard
Phone: 651-266-8560

File Number: RES PH 26-64

Transmitting the City's support for the Bronze Line Locally Preferred Alternative to the Metropolitan Council and Ramsey County.

WHEREAS, the Metropolitan Council (“Council”) and Ramsey County (“County”) are jointly funding and leading the design and construction of the METRO Bronze Line Bus Rapid Transit (“BRT”) Project (“Project”) in partnership with Metro Transit (an operating division of the Council), the cities of Saint Paul and Maplewood (“Municipalities”), and the Minnesota Department of Transportation (“MnDOT”); and

WHEREAS, the project would provide high-level transit service in the same general corridor as the former Purple Line project, effectively replacing and reimagining that project; and

WHEREAS, community outreach and engagement has been and is anticipated to be a major focus as the Project progresses through the preliminary engineering, environmental review, final design, and construction phases; and

WHEREAS, the Council has completed a Route Modification Study ("Study”) to identify a new northern terminus (Phase 1) and evaluate an alternate alignment north of Maryland Avenue (Phase 2) for the Project in response to actions taken by the White Bear Lake and Maplewood City Councils with regard to the Purple Line; and

WHEREAS, on December 11, 2025, the Project’s Corridor Management Committee recommended to the Council and County a revised Locally Preferred Alternative (“LPA”) for the Project; and

WHEREAS, the overall revised LPA, shown in Figure 1, consists of a 10-mile route between Union Depot in downtown Saint Paul and the Maplewood Mall Transit Center with 22 stations; and

WHEREAS, the revised LPA between Union Depot in downtown Saint Paul and Maryland Avenue on Saint Paul’s East Side is generally consistent with 1) the original LPA, which was supported by the Saint Paul City Council (RES PH 17-204), 2) the preliminary 15% design plans, which were supported by the Saint Paul City Council (RES PH 20-165), and 3) the environmental assessment. The project definition in this area includes: 13 stations, including the Arcade Street station and associated busway bridge located just west of Arcade Street and south of Neid Lane, a full roadway reconstruction of Pennsylvania Avenue from Rice Street to Mississippi Street and a mill-and-overlay of Phalen Boulevard from Mississippi Street to Payne Avenue to accommodate semi-exclusive, side-running bus lanes between Jackson Street and Payne Avenue, a full reconstruction of the Bruce Vento Regional Trail between Arcade Avenue and Maryland Avenue to accommodate 1.5 miles of exclusive bus lanes, and a busway/trail bridge over Johnson Parkway; and

WHEREAS, the revised LPA between Maryland Avenue and Larpenteur Avenue on Saint Paul’s East Side is consistent with the Study, in which the City of Saint Paul was an active participant. The project definition in this area includes: 5 new stations, and a full reconstruction of Maryland Avenue from Johnson Parkway to White Bear Avenue and of White Bear Avenue from Maryland Avenue to Larpenteur Avenue, to accommodate 2.0 miles of side running, semi-exclusive bus lanes through

lane conversion; and

WHEREAS, the proposed revised Bronze Line LPA is consistent with the Saint Paul Comprehensive Plan; and

WHEREAS, the Transportation Committee of the Planning Commission recommended approval of the revised Bronze Line LPA on February 2, 2026; and

WHEREAS, the Planning Commission, upon receiving recommendation from its Transportation Committee, recommended approval of the revised Bronze Line LPA on February 20, 2026.

NOW, THEREFORE, BE IT RESOLVED that the City of Saint Paul supports adoption of the revised Locally Preferred Alternative recommendation for the METRO Bronze Line BRT Project into the Imagine 2050 Transportation Policy Plan, the region's long-range transportation plan; and

BE IT FURTHER RESOLVED that the City of Saint Paul supports the implementation of the stations, bus lanes, and bridges in the planned locations in Saint Paul; and

BE IT FURTHER RESOLVED that the City of Saint Paul requests that the project endeavor to design the area near Earl Street to not preclude a potential future addition of another Bronze Line station and associated infrastructure; and

BE IT FURTHER RESOLVED that the City of Saint Paul commits to working collaboratively with the Metropolitan Council and Ramsey County to resolve technical issues through the engineering and design process; and

BE IT FINALLY RESOLVED, that this resolution adopted by the City of Saint Paul be forwarded to the Metropolitan Council and Ramsey County for their consideration.

Figure 1: METRO Bronze Line Project Map (December 2025)

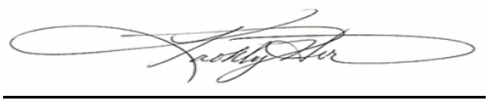
At a meeting of the City Council on 3/4/2026, this Resolution-Public Hearing was Passed.

Yea: 7 Councilmember Noecker, Councilmember Yang, Councilmember Kim, Councilmember Bowie, Councilmember Jost, Councilmember Johnson, and Councilmember Coleman

Nay: 0

Vote Attested by Council Secretary J. Willms — Jay Willms

Date 3/4/2026

Approved by the Mayor  **Date** 3/6/2026

Kaohly Her

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Maplewood, Minnesota, was duly called and held in the Council Chambers of said City on the **23rd day of March, 2026** at 7:05 p.m.

The following members were present:

Marylee Abrams, Mayor	Present
Rebecca Cave, Councilmember	Present
Kathleen Juenemann, Councilmember	Present
Chonburi Lee, Councilmember	Present
Nikki Villavicencio, Councilmember	Present

Resolution of Support for the Revised Bronze Line Locally Preferred Alternative

Councilmember Juenemann moved to approve the resolution of support for the revised Locally Preferred Alternative (LPA) for the Bronze Line BRT project.

Resolution 26-03-2482
RESOLUTION OF SUPPORT FOR THE
REVISED LOCALLY PREFERRED ALTERNATIVE

WHEREAS, the Metropolitan Council (Council) and Ramsey County (County) are jointly funding and leading the design and construction of the METRO Bronze Line Bus Rapid Transit (BRT) Project (Project) in partnership with Metro Transit (an operating division of the Council), the cities of Saint Paul and Maplewood (Municipalities), and the Minnesota Department of Transportation (MnDOT); and

WHEREAS, community outreach and engagement has been and will continue to be a major focus as the Project progresses through the preliminary engineering, environmental review, final design, and construction phases; and

WHEREAS, this reimagined project, shown in Figure 1, builds upon the former Purple Line project with a renewed focus on community, safety, accessibility, and improved transit connections; and

WHEREAS, the Council has completed a Route Modification Study (Study) to identify a new northern terminus (Phase 1) and evaluate an alternate alignment north of Maryland Avenue (Phase 2) for the Project in response to actions taken by the White Bear Lake and Maplewood City Councils; and

WHEREAS, on December 11, 2025, the Project's Corridor Management Committee recommended to the Council and County a revised Locally Preferred Alternative (LPA) for the Project; and

WHEREAS, the overall revised LPA consists of a 10-mile route between Union Depot in downtown Saint Paul and the Maplewood Mall Transit Center with 22 stations; and

WHEREAS, the revised LPA between on White Bear Avenue between Larpenteur Avenue and Beam Avenue, and on Beam Avenue between White Bear Avenue and Southlawn Drive in Maplewood is consistent with coordination with the City of Maplewood over the past year. The project definition in this area includes: 6 new stations, including improvements at the existing Maplewood Mall Transit Center, and a full pavement reconstruction between Frost Avenue and Beam Avenue. The full pavement reconstruction will replace existing elements such as existing curb and gutter, median islands, and roadway pavement. The full pavement reconstruction will not reconfigure the roadway for such changes as converting lanes to bus lanes, adding new medians or changing the geometry at intersections. Any sidewalk additions or improvements outside of the existing facilities will need approval from County and City before completing design. Buses will operate in existing lanes with other vehicles,

NOW, THEREFORE, BE IT RESOLVED by the City Council of Maplewood, Minnesota:

1. The City of Maplewood supports adoption of the revised Locally Preferred Alternative recommendation for the METRO Bronze Line BRT Project into the Imagine 2050 Transportation Policy Plan, the region's long-range transportation plan.

2. The City of Maplewood supports the implementation of the stations in the planned locations and the full pavement reconstruction between Frost and Beam avenues in Maplewood; and

3. The City of Maplewood commits to working collaboratively with the Metropolitan Council and Ramsey County to resolve technical issues through the engineering and design process; and

4. That this resolution adopted by the City of Maplewood be forwarded to the Metropolitan Council and Ramsey County for their consideration.

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Figure 1: METRO Bronze Line Project Map (December 2025)



Seconded by Councilmember Villavicencio Ayes – All

The motion passed.

STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS
CITY OF MAPLEWOOD)

I, the undersigned, being the duly qualified and appointed City Clerk of the City of Maplewood, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing extract of minutes of a regular meeting of the City Council of the City of Maplewood, held on the **23rd day of March, 2026** with the original on file in my office, and the same is a full, true and complete transcript therefrom insofar as the same relates to the resolution of support for the revised Locally Preferred Alternative (LPA) for the Bronze Line BRT project.

WITNESS my hand and sealed this **6th Day of April, 2026.**

CITY OF MAPLEWOOD CORPORATE SEAL MINNESOTA

Andrea Sindt

Andrea Sindt, City Clerk
City of Maplewood, Minnesota

METRO J & K Lines – Resolutions of Support

Resolutions of support were received from all affected local governments including the Cities of Minneapolis, Saint Paul, Richfield, and Bloomington as well as Hennepin and Ramsey Counties. Resolutions or letters from each of these organizations are provided on the following pages.

RAMSEY COUNTY

Regional Railroad Authority Resolution

R2026-007

15 West Kellogg Blvd.
Saint Paul, MN 55102
651-266-9200

Sponsor: Public Works

Meeting Date: 3/17/2026

Title: Support for the METRO J Line Arterial Bus Rapid Transit

File Number: 2026-091

Background and Rationale:
The METRO J Line is a 12.5-mile route that will connect downtown Saint Paul, Minneapolis-St. Paul International Airport (MSP), and the Mall of America (MOA) - operating primarily along West 7th Street/State Highway 5. This corridor has been identified through Metro Transit's Arterial Bus Rapid Transit (ABRT) Plan Update <https://www.metrotransit.org/arterial-brt-plan> and is one of the top scoring corridors for future ABRT based on the technical evaluation criteria. ABRT is high-frequency, upgraded bus service that operates on roadways with general traffic while providing a faster, more reliable, and comfortable transit experience through enhanced station amenities, fewer stops, and transit signal priority along the route.

The West 7th Street corridor has long been identified as a priority for transit investment and remains one of the highest ridership corridors in the region without dedicated BRT service. Years of planning and engagement through the Arterial Transitway Corridors Study <https://www.metrotransit.org/data/sites/1/media/pdfs/atcs/atcs%20final%20report.pdf>, the Saint Paul Streetcar Feasibility Study (attached) and the Riverview Corridor Study <https://www.ramseycountymn.gov/residents/roads-transportation/transit-corridors-studies/riverview-corridor> have demonstrated strong community interest in improved transit connections along West 7th Street, underscoring the importance of advancing this project now.

West 7th Street is a critical link between downtown Saint Paul, MSP, and MOA serving thousands of daily transit riders and supporting economic vitality across the region. It is one of the oldest roads in Saint Paul with some of Saint Paul's oldest utilities lying beneath it. Despite its significance, the corridor has faced persistent challenges that have delayed transformative improvements. Ownership of the road resides with the Minnesota Department of Transportation (MnDOT), utilities with the city of Saint Paul, and intersecting streets with MnDOT, Ramsey County, and the city of Saint Paul. This complex relationship has historically made it challenging to make major improvements along this corridor. For the J Line to be successful, this will require multijurisdictional commitment to investing in significant infrastructure improvements along West 7th Street that will address safety, mobility, transit reliability, and long-term functionality of this corridor.

Ramsey County supports the J Line with the understanding that its implementation will occur in tandem with broader West 7th Street improvements to enhance mobility, safety, transit reliability, and address critical infrastructure needs. Coordinating the J Line with these once-in-a-generation upgrades ensures a comprehensive approach that benefits residents, businesses, and visitors alike. This project represents a pivotal step toward meeting regional transportation goals and creating a more connected, resilient, and accessible corridor for generations to come.

In addition to supporting the J Line, Ramsey County remains committed to advancing transit-friendly investments across the county and would like to see future ABRT projects and/or high-frequency transit along critical corridors to better serve the community. Priority corridors for the county include Larpenteur Avenue, an extension of the A Line into Rice Creek Commons, Lowry Avenue/County

Road B2, and County Road C to Little Canada. These corridors represent opportunities to improve safety, add pedestrian and bicycle facilities, and integrate transit advantages into roadway designs, ensuring that future ABRT routes are well supported by local infrastructure improvements

Recommendation:
The Ramsey County Regional Railroad Authority resolved to:

1. Support the METRO J Line Arterial Bus Rapid Transit, contingent upon:
a. Multi-jurisdictional commitment and collaboration between the Minnesota Department of Transportation, Metro Transit, city of Saint Paul, and Ramsey County to invest in significant infrastructure improvements along West 7th Street that addresses safety, mobility, transit reliability, and long-term functionality of the corridor.

A motion to approve was made by Commissioner Miller, seconded by Commissioner Xiong.
Motion passed.
Aye: - 7: Jebens-Singh, McGuire, McMurtrey, Miller, Moran, Ortega, and Xiong

By: 
Jason Yang, Chief Clerk - County Board

City of Saint Paul

City Hall and Court House
15 West Kellogg Boulevard
Phone: 651-266-8560

Signature Copy

Resolution: RES 26-311

File Number: RES 26-311

Supporting the designation of the West 7th Street corridor as the future METRO J Line.

WHEREAS, Metro Transit recommends that the West 7th Street Corridor be designated as the METRO J Line Arterial Bus Rapid Transit (BRT) line, enhancing transit service along West 7th Street and connecting Downtown Saint Paul to MSP International Airport and the Mall of America; and

WHEREAS, Metropolitan Council is in the process of amending the 2050 Transportation Policy Plan (TPP) to add the METRO J Line; and

WHEREAS, the West 7th Street Corridor was in the top three highest scoring corridors in the Metro Transit 2025 Arterial BRT Update Study; and

WHEREAS, significant planning and public outreach has been completed for transit improvements on this corridor through multiple past studies and the 2025 Metro Transit Arterial BRT Plan Update; and

WHEREAS, public engagement and project development will continue in coordination with Metro Transit and other project partners along this corridor; and

WHEREAS, transit priority improvements will be evaluated along the project route to ensure a fast and reliable transit system; and

WHEREAS, the METRO J Line project aligns with the Climate Action and Resilience Plan by creating infrastructure that prioritizes transit, thereby reducing vehicle miles traveled and greenhouse gas emissions; and

WHEREAS, the METRO J Line project aligns with the Saint Paul Comprehensive Plan by shifting mode share towards public transit and reducing vehicle miles traveled; and

WHEREAS, the METRO J Line project aligns with the Saint Paul Transportation Safety Action Plan by improving multimodal connectivity on a High Injury and High Crash network corridor; now, therefore be it

RESOLVED, that the City of Saint Paul supports the designation of the West 7th Street corridor as the future METRO J Line; and be it finally

RESOLVED, that this resolution adopted by the City of Saint Paul be forwarded to the Metropolitan Council for their consideration.

At a meeting of the City Council on 2/25/2026, this Resolution was Passed.

Yea: 7 Councilmember Noecker, Councilmember Yang, Councilmember Kim, Councilmember Bowie, Councilmember Jost, Councilmember Johnson, and Councilmember Coleman

Nay: 0

Vote Attested by Council Secretary Jay Willms **Date** 2/25/2026

Approved by the Mayor Kaohly Her **Date** 2/28/2026

City of Richfield
County of Hennepin
State of Minnesota

March 10, 2026

RESOLUTION NO. 12414
Motion by: Burk
Seconded by: Hayford Oleary

A RESOLUTION OF SUPPORT FOR THE METRO K LINE PROJECT

WHEREAS, the City of Richfield's Comprehensive Plan promotes an integrated transportation system that will serve the future needs of its residents, businesses, and visitors; as well as supports the City's redevelopment plans to complement the metropolitan transportation system; and

WHEREAS, Metro Transit's Bus Rapid Transit (BRT) offers riders fast, frequent service with numerous amenities, that will give riders on the region's transit system more mobility options and connect people with jobs; and

WHEREAS, Metro Transit has completed their arterial bus rapid transit study and identified the West 7th Corridor as the J Line and the Nicollet Avenue corridor as the K Line; and

WHEREAS, the D Line BRT, which opened in winter 2022, has drawn increased ridership and has been successful; and

WHEREAS, the K Line would follow Nicollet Avenue through Richfield; and

WHEREAS, the existing local bus route in this corridor is a frequent, high ridership route that connects Richfield to Bloomington and Minneapolis; and

WHEREAS, the K Line could result in a faster trip, up to 25% faster, by stopping less often, deploying bus priority at traffic signals, and implementing off-board fare payment; and

WHEREAS, the City of Richfield will benefit from improvements to stops within Richfield, which will offer improved amenities, including security features, improved lighting, real-time signage, and heated shelters; and

WHEREAS, the K Line project is anticipated to be constructed between 2030 and 2035.

NOW, THEREFORE, BE IT RESOLVED, that the City of Richfield expresses its support for Metro Transit's recommendation of the Nicollet Avenue Corridor to be the K Line.

Adopted by the City Council of the City of Richfield, Minnesota this 10th day of March, 2026.

VOTING AYE	**VOTING NAY**
☒ **Supple, Mary**	☐ **Supple, Mary**
☒ **Burk, Walter**	☐ **Burk, Walter**
☐ **Christensen, Sharon**	☐ **Christensen, Sharon**
☒ **Coleman-Woods, Rori**	☐ **Coleman-Woods, Rori**
☒ **Hayford Oleary, Sean**	☐ **Hayford Oleary, Sean**

Mary B. Supple
Mary B. Supple, Mayor

ATTEST:

Michelle R. Friedrich
Michelle Friedrich, City Clerk

HENNEPIN COUNTY
MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

RESOLUTION

Board of Hennepin County Commissioners
RESOLUTION: 26-0125

At a meeting of the Board of Hennepin County Commissioners, a motion was made by Commissioner Goettel, and seconded by Commissioner Anderson, that the Resolution be adopted. The motion passed.

WHEREAS, Metro Transit has prepared a study to update its Arterial Bus Rapid Transit (ABRT) Plan and to identify METRO J Line, METRO K Line, and METRO L Line; and

WHEREAS, Metro Transit has recommended designation of the West 7th Street Corridor for the METRO J Line and the Nicollet Avenue Corridor for the METRO K Line; and

WHEREAS, transit priority improvements will be evaluated along each of the project routes to ensure a fast and reliable transit system; and

WHEREAS, Metropolitan Council is in the process of amending its 2050 Transportation Policy Plan to add the METRO J Line and METRO K Line; and

WHEREAS, Hennepin County requests Metro Transit continue exploring transit improvements for the following transit priority corridors that were not advanced as the METRO J Line, METRO K Line, or METRO L Line:

- County State Aid Highway (CSAH) 153 (Lowry Avenue) from Robbinsdale Transit Center to Roseville Transit Center; and
- CSAH 103 (85th Avenue North) from Elm Creek Boulevard/Interstate 94 to State Highway 252/W River Road
- CSAH 22 (Lyndale Avenue) part of the current METRO local bus route 4

WHEREAS, Metro Transit has requested a Hennepin County resolution of support for advancement of the METRO J Line and METRO K Line, and for adoption of these lines into the Metropolitan Council's 2050 Transportation Policy Plan.

Resolution:
BE IT RESOLVED, that Hennepin County supports Metro Transit's recommendation to advance the METRO J and METRO K Arterial Bus Rapid Transit lines for adoption into the Metropolitan Council's 2050 Transportation Policy Plan; and

BE IT FURTHER RESOLVED, that this resolution of support for the METRO J Line and METRO K Line by the Hennepin County Board of Commissioners does not imply a funding commitment for these transit projects.

RESOLUTION ADOPTED ON 4/7/2026

The question was on the adoption of the resolution with the votes as follows:

Aye: 7 Commissioner Fernando, Commissioner Goettel, Commissioner Lunde, Commissioner Greene, Commissioner Conley, Commissioner Edelson, and Commissioner Anderson

Maria Rose M. Rose

Maria Rose

Resolution No. 2026R-072 **City of Minneapolis** **File No. 2026-00255**

Author: Wonsley Committee: COW Public Hearing: None

Passage: Mar 5, 2026 Publication: MAR 13 2026

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Osman	X			
Chughtai	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Warren	X			
Shaffer	X			
Stevenson	X			
Chavez	X			
Whiting	X			
Chowdhury	X			
Palmisano	X			

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR

MAR 06 2026

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: MAR 05 2026

Received from Mayor: MAR 06 2026

Approving the designation of the Nicollet Corridor as the METRO K Line Bus Rapid Transit (BRT).

Whereas, Metro Transit recommends the Nicollet Corridor be designated as the METRO K BRT line, connecting Downtown Minneapolis to destinations along the street south to Richfield and Bloomington; and

Whereas, Metropolitan Council is in the process of amending the 2050 Transportation Policy Plan (TPP) to add the METRO K Line; and

Whereas, the Nicollet Corridor was the highest scoring corridor in the Metro Transit Arterial BRT Update Study; and

Whereas, Initial public outreach has been done through Metro Transit's Arterial BRT Update Study, and previous Network Next Arterial BRT Study in 2020 and 2021; and

Whereas, public engagement will continue later this decade to gather community input on station locations, preliminary designs, project impacts, and ensuring the project aligns with local needs and priorities; and

Whereas, transit priority improvements will be evaluated along the project route to ensure a fast and reliable transit system; and

Whereas, the METRO K Line project aligns with City policy goals outlined in the Transportation Action Plan (TAP) including mode shift, vehicle miles traveled (VMT) reduction, and greenhouse gas (GHG) reduction goals; and

Whereas, planning efforts will align downtown service of the K Line with Minneapolis' Downtown Transit Improvement project;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis supports the designation of the Nicollet Corridor as the future METRO K Line, and supports Metro Transit continuing with community engagement, the development of preliminary and final plans, and right-of-way acquisition necessary for the construction of the project.

Be It Further Resolved that this resolution adopted by the City of Minneapolis be forwarded to the Metropolitan Council for their consideration.

Docusign Envelope ID: DC2E7492-E929-4FEA-9963-E730133790F0

RESOLUTION NO. 2026-41

A RESOLUTION SUPPORTING THE DESIGNATIONS OF METRO LINE J AND METRO LINE K IN THE METRO TRANSIT ARTERIAL BUS RAPID TRANSIT (BRT) PLAN UPDATE

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington, Minnesota; and

WHEREAS, Metro Transit is an operating division of the Metropolitan Council, and manages and operates transit systems in the Minneapolis – St. Paul metropolitan area, including a bus transit network; and

WHEREAS, Metro Transit recommends the West 7th Street Corridor be designated as the METRO J Line Bus Rapid Transit ("BRT") line ("METRO J Line") and the Nicollet Avenue Corridor to be designated as the METRO K Line BRT line ("METRO K Line"); and

WHEREAS, the METRO J Line will enhance transit service along its corridor and connect Downtown Saint Paul and the City of Bloomington while serving key destinations, including Minneapolis – St. Paul International Airport and the Mall of America; and

WHEREAS, the METRO K Line will enhance transit service along its corridor and connect the City of Bloomington, City of Richfield, and City of Minneapolis via Nicollet Avenue to American Boulevard; and

WHEREAS, the Metropolitan Council is in the process of amending the 2050 Transportation Policy Plan ("TPP") to add the METRO J Line and METRO K Line; and

WHEREAS, the West 7th Street Corridor and the Nicollet Avenue Corridor are in the top three highest scoring corridors in the Metro Transit Arterial BRT Update Study; and

WHEREAS, initial public engagement on these corridors has been completed through the Metro Transit Arterial BRT Corridor Plan Update; and

WHEREAS, public engagement will continue in coordination with Metro Transit and other project partners along these corridors; and

WHEREAS, transit priority improvements will be evaluated along the project routes to ensure a fast and reliable transit system; and

WHEREAS, the METRO J Line and K Line projects align with City policy goals identified in the Forward 2040 Comprehensive Plan and Active Transportation Action Plan, including the expansion of the local transit network, mode shift goals, and Vehicle Miles Traveled reduction.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, MINNESOTA, that the City of Bloomington supports the designation of the West 7th Street corridor as the future METRO J Line and the Nicollet Avenue corridor as the METRO K Line.

BE IT FURTHER RESOLVED that this Resolution adopted by the City of Bloomington be forwarded to the Metropolitan Council for its consideration.

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Passed and adopted this 23rd day of March, 2026.

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Mayor

ATTEST:

Signed by:
Priyanka Rai
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Secretary to the Council