Business Item

Transportation Committee

Committee meeting date: June 22, 2026 **For the Metropolitan Council:** July 8, 2026

Business Item: 2026-117

Release of Draft 2050 Transportation Policy Plan (TPP) Amendment 3 for Public Comment

District(s), member(s):	All
Policy/legal reference:	473.146, Policy RF 1-7 Transitway Advancement Policy
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Division/department:	Transportation Planning

Proposed action

That Metropolitan Council approve releasing the draft 2050 TPP Amendment 3, updating the Bronze Line (formerly Purple Line) bus rapid transit project and adding the J and K Line bus rapid transit projects, for public review and comment.

Background

The Met Council develops the region's 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 update to the TPP, the 2050 Transportation Policy Plan, on February 12, 2025, and subsequently passed two amendments. 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.

Metro Transit has requested changes to the fiscally constrained Transit Investment Plan to:

- Update METRO Purple Line to Bronze Line and adopt a revised 9.8-mile dedicated BRT alignment with 4.9 miles of bus lanes that will provide faster and more reliable transit service to the cities of St. Paul and Maplewood. The line will replace Route 58 (currently Route 54) along White Bear Avenue and part of Maryland Avenue with enhanced service and facilities.
- Add METRO J Line, 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.
- Add METRO K Line, 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.

Plan amendments involving changes to, or additions of, regionally significant projects in the fiscally constrained plan must undergo a 45-day public comment period. The proposed action would recommend that the draft 2050 TPP Amendment 3 (attached) be released for the required public comment period, planned for July 9 through August 24, with a public hearing at the August 10 meeting of the Metropolitan Council's Transportation Committee. Attachment 1 contains the amendment text to be posted on the Met Council's website for public review. The attached text also references project websites hosted by Metro Transit and has basic project information.

At its May 14, 2026, meeting, the TAC Planning Committee voted to recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft 2050 TPP Amendment 3 for public comment.

At its June 3, 2026, meeting, the Technical Advisory Committee recommended the Transportation Advisory Board recommend that the Metropolitan Council release the draft 2050 TPP Amendment 3 for public comment.

At its June 17, 2026, meeting, the Transportation Advisory Board recommended that the Metropolitan Council release the draft 2050 TPP Amendment 3 for public review and comment.

Rationale

Proposed amendments to the TPP must hold a 45-day public comment period including a public hearing prior to adoption.

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 of the regional goals to some extent. For example, this action will support prosperity, sustainability, equity, and livability by aiding in 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 or population with no access to a private automobile, low incomes, disability and other indicators of transit need.

Funding

This action has no funding implications.

Small business inclusion

There are no impacts to small business with this action.