

# Committee Report

Transportation Committee



**Committee meeting date:** June 23, 2025

**For the Metropolitan Council:** July 9, 2025

## Business Item: 2025-153

2050 Transportation Policy Plan Amendment Release for Public Comment

### Proposed action

That the Metropolitan Council approve releasing the draft 2050 TPP Amendment 1, changing the alignment and funding for the Blue Line Extension transitway and adding the Gold Line Extension transitway to the fiscally constrained plan, for public comment.

### Summary of Transportation Committee discussion/questions

Metropolitan Transportation Services Senior Planner Bradley Bobbitt presented this item.

Motion by Osman, seconded by Vento. Motion carried.



Metropolitan Council

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2050 Transportation Policy Plan Amendment Release for Public Comment

<b>District(s), member(s):</b>	All
<b>Policy/legal reference:</b>	Minnesota Statutes Section 473.146
<b>Staff prepared/presented:</b>	Amy Vennewitz, Director Transportation Planning (651) 602-1058 Nick Thompson, Deputy General Manager Metro Transit Cole Hiniker, Senior Manager MTS (651) 602-1748 Bradley Bobbitt, Senior Planner MTS (651) 602-1724
<b>Division/department:</b>	Metropolitan Transportation Services (MTS)

### Proposed action

That the Metropolitan Council approve releasing the draft 2050 TPP Amendment 1, changing the alignment and funding for the Blue Line Extension transitway and adding the Gold Line Extension transitway to the fiscally constrained plan, for public comment.

### Background

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

Plan amendments involving changes to, or additions of, regionally significant projects in the fiscally constrained plan must complete a 45-day public comment period. The proposed action releases the draft 2050 TPP Amendment 1 for the required public comment period, planned for July 10 through August 27, with a public hearing at the August 13 meeting of the Metropolitan Council.

According to the region's Transitway Advancement Policy, transitway projects can be added to the fiscally constrained plan when the originating agency has provided:

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

Metro Transit has provided the appropriate information to meet these criteria above for incorporating the Blue Line Extension changes and adding Gold Line Extension. All required resolutions of support have been received or are anticipated by release for public comment.

All transitway projects are considered regionally significant projects under federal guidance. These projects must be identified as funded in a region's long-range transportation plan to qualify for Federal Transit Administration capital investment grants. The proposed amendment, if adopted, will incorporate changes to the Blue Line Extension and add the Gold Line Extension to the 2050 Transportation Policy Plan (TPP) fiscally constrained plan.

At its June 18, 2025 meeting the Transportation Advisory Board (TAB) recommended release of the TPP amendment for public comment, following recommendations of its technical committees.

### **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 both 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. This action would also further *stewardship* by enabling use of federal funding for Blue Line Extension.

### **Funding**

This action has no funding implications.

### **Small business inclusion**

There are no direct impacts to small business with this action.

