

# Business Item

Transportation Committee



Committee meeting date: September 22, 2025

For the Metropolitan Council: October 8, 2025

## Business Item: 2025-229

Transportation Policy Plan Amendment 1: Blue Line Extension and Gold Line Extension Public Comment Report and Adoption Consideration

<b>District(s), member(s):</b>	All
<b>Policy/legal reference:</b>	Statute or policy
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<b>Division/department:</b>	Metropolitan Transportation Services (MTS)

### Proposed action

That the Metropolitan Council accept the 2050 TPP Amendment 1 public comment report and adopt Amendment #1 (attached), changing the Blue Line Extension transitway alignment and funding and adding the Gold Line Extension transitway to the fiscally constrained plan.

### 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, the 2050 Transportation Policy Plan, 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, such as Blue Line Extension and Gold Line Extension, must go through a 45-day public comment period.

According to the region's Transitway Advancement Policy, outlined on pages 41 through 44 in the TPP's Transit Investment Plan, 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.

Attachment 1 is the amendment document that will be posted on the Met Council's website. The attached text also references project websites, hosted by Metro Transit, and has basic information about the projects.

## Rationale

The proposed amendment was made available for a public comment period between July 10 through August 27, with a public hearing at the August 13 meeting of the Metropolitan Council. Attachment 2 contains the public comment summary report, which provides an overview of the methods the Council used to advertise the comment period, information on engagement achieved, a summary of themes, and a list of individual comments and responses to those comments.

Metro Transit has provided the appropriate information to meet these criteria above for incorporating the Blue Line Extension changes and adding the Gold Line Extension. All required resolutions of support have been received for Gold Line Extension. Blue Line Extension completed the municipal consent process in the fall of 2024, fulfilling the Transitway Advancement Policy's requirement for resolutions of support.

All transitway projects are considered regionally significant projects in the region. These projects must be identified as funded in a region's long-range transportation plan in order to qualify for Federal Transit Administration capital investment grants and to meet regional requirements in the Council's adopted Transitway Advancement Policy. The proposed amendment, if adopted, will incorporate changes to the Blue Line Extension and add the Gold Line Extension to the 2050 TPP fiscally constrained plan.

## 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, disabilities, and other indicators of transit need. This action would also further *stewardship* by enabling use of federal funding for Blue Line Extension.

## Funding

Adopting the changes outlined in this TPP amendment will increase transit capital and operating spending in the fiscally constrained plan between 2025 and 2050. Planned transit capital expenditures will increase by \$1.7 billion due to changes to and updated cost estimates for Blue Line Extension. Gold Line Extension capital costs will be covered by existing Metro Transit sources and have no net impact on transit capital expenditures. Anticipated transit operating expenditures would be covered by transportation sales and use tax funds as directed by Minnesota Statutes section 473.4051.

Additional local capital expenditures for Blue Line Extension will be covered by Hennepin County sources, as the local project funding partner. Gold Line Extension capital costs will be covered by existing Metro Transit sources. Transit operations expenditures identified in the 2050 TPP already included costs for operating Blue Line Extension and existing Route 94. Expanded operating costs resulting from the changes included in this amendment can be covered by existing identified revenue sources in the 2050 TPP.

## Small business inclusion

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