

ATTACHMENT A

SUGGESTED BOARD STATEMENT of SUPPORT

Date: June 4, 2026

Letter: CAAPB STATEMENT OF SUPPORT - BRONZE LINE BUS RAPID TRANSIT

From: Capitol Area Architectural and Planning Board via [Executive Secretary Erik Cedarleaf Dahl]

To: Bronze Line Corridor Management Committee

Cc: CAAPB's Partner Agencies (Ramsey County, Metro Transit, and the City of Saint Paul)

The Capitol Area Architectural and Planning Board (CAAPB) after reviewing information provided in the June 4, 2026 board meeting memo relative to the Bronze Line (former Purple Line) route adjustments and station area planning process, confirms its support for the line and for continued regional investments in multi-modal infrastructure serving the Capitol Area.

CAAPB recognizes that Bronze Lines Bus Rapid Transit, as a form of enhanced transit, is a transportation choice that benefits mobility, access, and comfort for the residents, workers, and visitors traveling to and through the Capitol Area.

The Board recognizes that building out the BRT network is a smart next step in leveraging existing regional investments in transportation and in achieving several goals of the 2040 Comprehensive Plan for the Minnesota State Capitol Area, including:

- For families, an increase in access to major and secondary employment centers in downtown and places north, and a reduction of the cost of living through providing alternative to driving and parking costs.

- For many campus and Capitol Area workers, shorter commute times and increased convenience and safety.

- For the region, decreased pressure on roadways, bridges and parking infrastructure.

- For Minnesotans, increased access, convenience, and safety when visiting the Capitol and the Mall.

To maximize the value of BRT investments, the Board will continue to direct its staff to make effort to achieve the smartest design for BRT during BRT station design and Station Area Planning. This collaborative work with our partner agencies and the community will ensure station areas are connected through districts and neighborhoods to stations, and that important nearby land uses are supported.

Furthering cultivation of creative partnerships with city and regional transit agencies will ensure the highest quality public realm vision and right-of-way design for the Capitol Area's transportation corridors.

Finally, although it is not within the jurisdiction to review Local Preferred Alternative routes for the entirety of the Bronze Line, we support the affirmation of the route and station locations as previously established in the Purple Line for the extent of the line within the Capitol Area; we congratulate the Bronze Line Corridor Management Committee in achieving a new vision for the Bronze Line that can now be effectively implemented; and applaud our jurisdictional partners that have formally supporting the Revised Locally Preferred Alternative.