



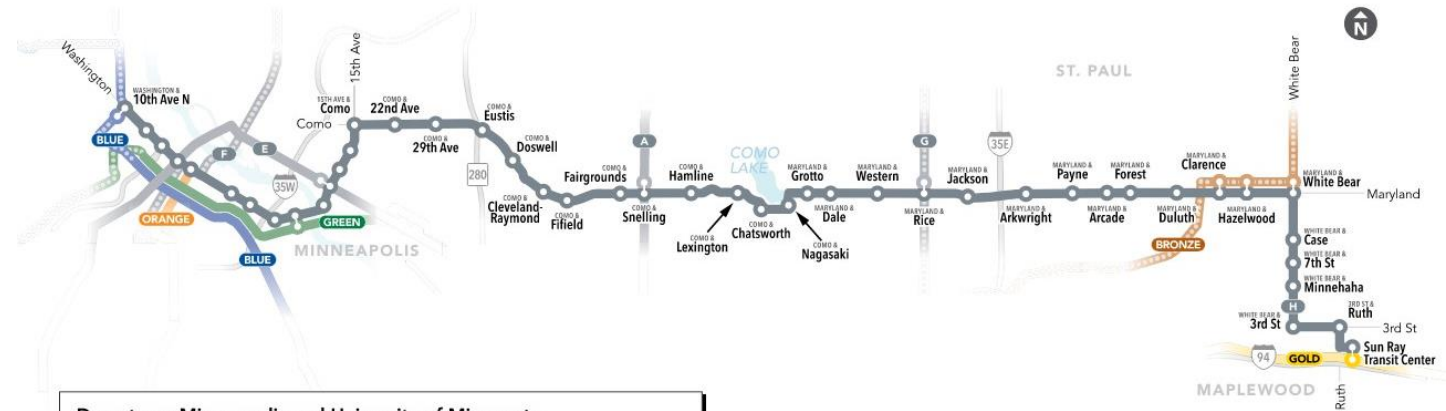
METRO H Line - URBS 3861: Financing Cities

University of Minnesota | Wednesday, April 15, 2026



METRO H Line bus rapid transit (BRT)

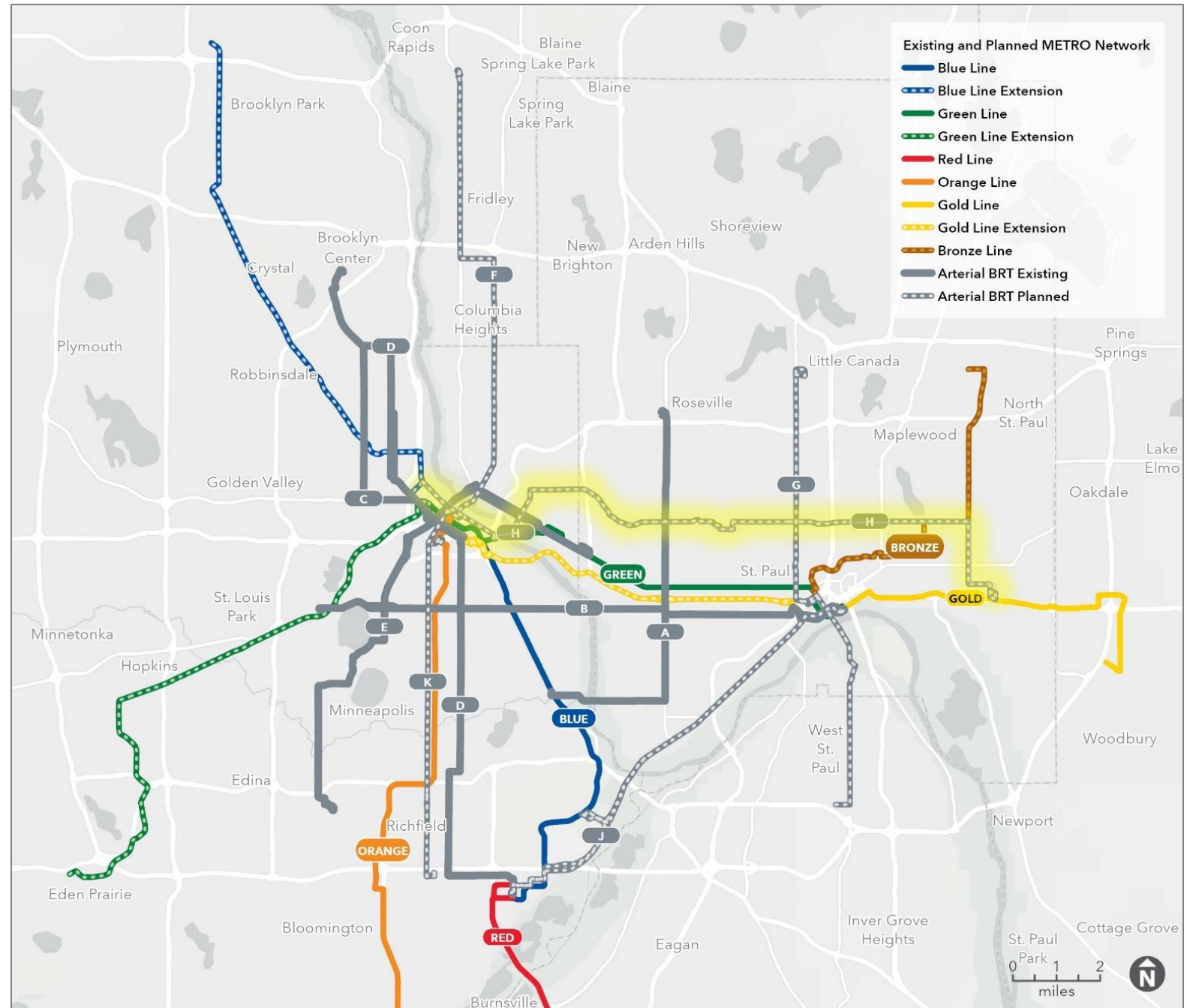
- Planned to upgrade and replace existing Routes 3 and 80, with modifications to other routes
- Fast, frequent, all-day service
- BRT buses and stations that are comfortable and easy to use
- 17-mile BRT line
 - Sun Ray Transit Center to downtown Minneapolis
 - Primarily on White Bear, Maryland, Como, and Washington avenues
- 45 proposed BRT stations
 - Three stations on UMN campus: West Bank, Pleasant E-River & Appleby Hall, and Pleasant & University



METRO H Line (Bus Rapid Transit)	
Current METRO lines	Planned METRO lines
A and E lines (Bus Rapid Transit)	F and G lines (Bus Rapid Transit)
Blue Line (Light Rail)	Blue Line Extension (Light Rail)
Green Line (Light Rail)	Green Line Extension (Light Rail)
Gold Line (Bus Rapid Transit)	Bronze Line (Bus Rapid Transit)
Orange Line (Bus Rapid Transit)	

Expanding the METRO network

- 8th arterial BRT line in the METRO network
- New crosstown service filling a gap along Maryland Ave from Rice St to Payne Ave
- Connecting with most existing and planned METRO lines



Arterial BRT: Designed to be faster, more reliable, and easy to use



1/8 mile between stops



1/3 to 1/2 mile between stations

2-3 stations per mile for
faster trips



High-capacity buses &
boarding through all doors



High-tech, high-amenity,
secure stations



Pre-boarding fare
payment for faster stops

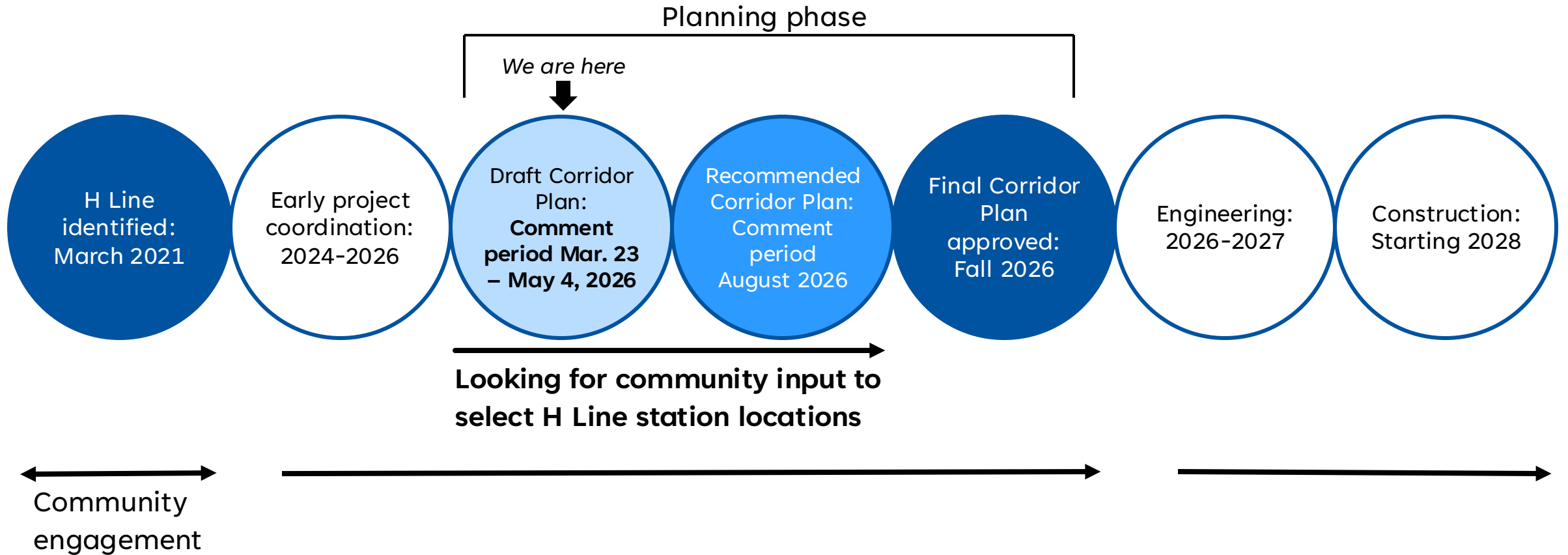


Bus priority signals & lanes



Faster, frequent, all-day service

H Line project schedule



Financing the H Line

- Funded by a mix of federal, state, and Metropolitan Council funds
- **Regional solicitation process** – Metropolitan Council receives federal transportation funds then distributes to projects based on applications
- **MN State Bonding** – no H Line appropriations in 2025 legislative session, the project is not yet fully funded
- **Transportation Sales Tax** – 2023 major milestone
- In the news: Concerns over governor’s 2026 supplemental budget recommendations
- Arterial BRT has sought **Federal Transit Administration (FTA)** – Capital Investment Grants (CIG) Small Starts funding, though not anticipated for H Line

State Government

Bonding bill includes historic funding for bus rapid transit in Twin Cities

by Peter Callaghan
07/17/2020



Policy & Funding

Transit Advocates Secure Nation-Leading Wins at the State Capitol

MAY 24, 2023



The Blue Line LRT running along the south loop, Bloomington, Photo by Bryan Formhals, Streets.mn



The Governor’s Supplemental Budget Has One Transit Line Item. It’s a Cut.

Politics Transit Transportation

Erik Noonan • April 7, 2026

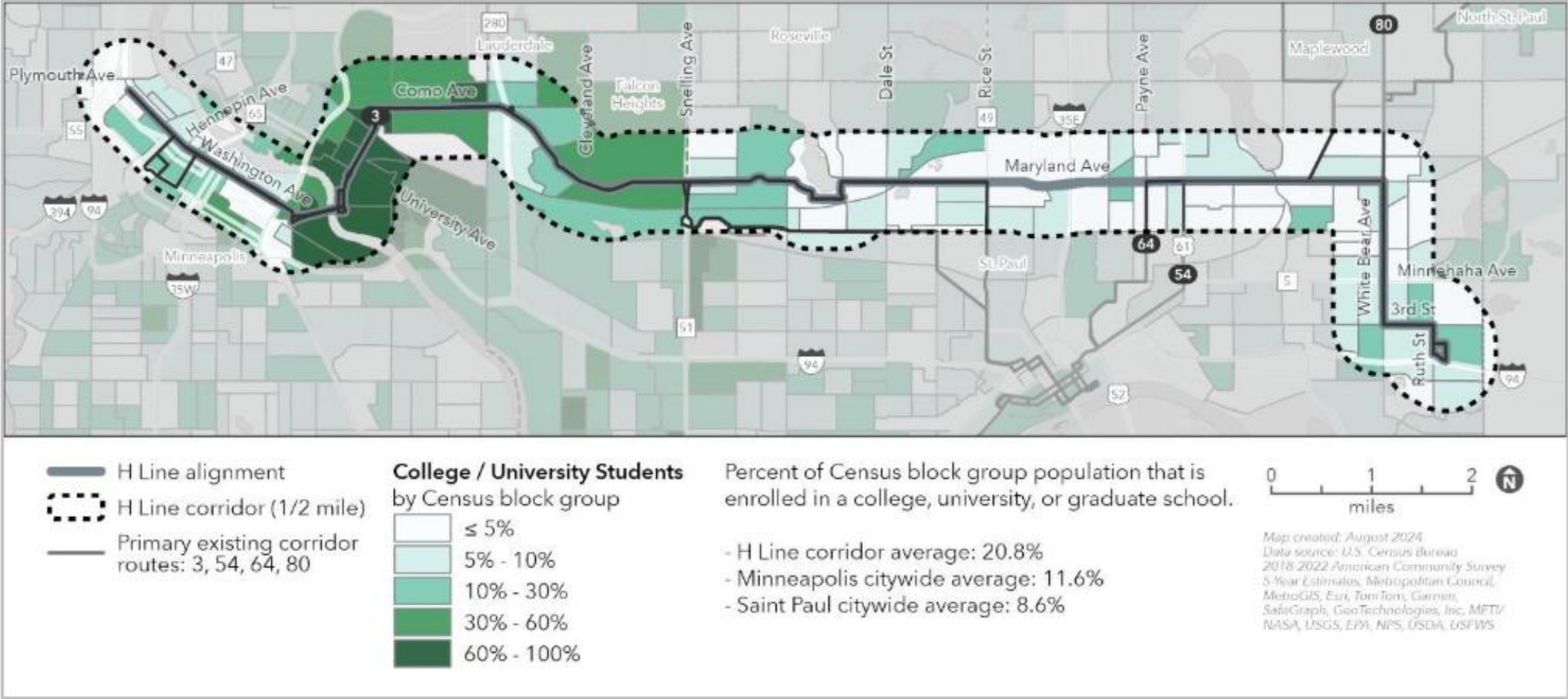
“The Governor recommends reducing the general fund appropriation for transit system operations at the Metropolitan Council. The Council would instead rely on other sources of funding for transit operations, such as the regional transportation sales tax or reserves.”

Draft Corridor Plan public comment period

- 6-week public comment period:
March 23 – May 4
- Strategies: Postcards, flyers, intercepts at bus stops, door knocking, community events & meetings, pop-ups tabling, etc.
- **Survey** used as primary tool for collecting input – online and paper versions
- All materials are translated



We need student input!



Help us plan H Line station locations

- metrotransit.org/h-line-project
- Review the **Draft Corridor Plan** and share your feedback
 - Complete our survey
 - HLine@metrotransit.org
- Comment by **May 4**
- Sign up for the H Line Update newsletter



Thank You!

Martha Denton & Alyssia (Sia) Bell

HLine@metrotransit.org