



Network Now Framework

2026 Amendment | As released for public review August 25, 2026

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Background

The Metropolitan Council endorsed the Network Now Framework on March 26, 2025, as Metro Transit’s vision for transit following the COVID-19 pandemic. The Framework accomplishes the outcomes shown in Figure 1. Since its endorsement, Metro Transit has implemented approximately 50% of the Framework, growing service by approximately 23% as of August 2026 (see Figure 2).

Figure 1: Network Now Framework outcomes.

When all the improvements in the Network Now framework are operating the Twin Cities will have:

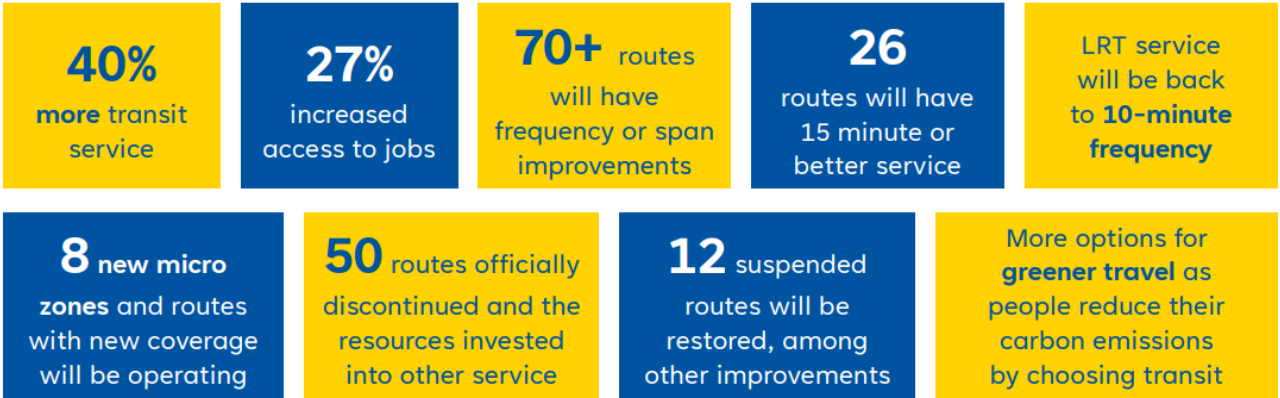
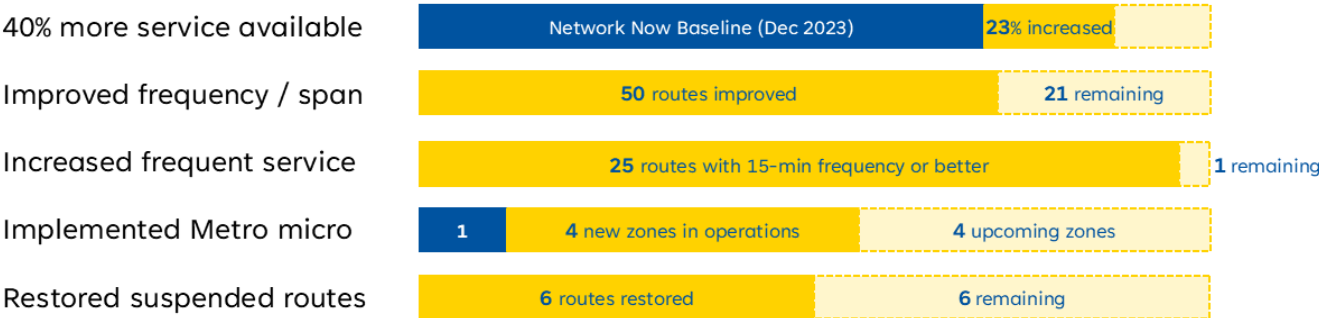


Figure 2: Network Now improvements implemented since December 2023 and remaining improvements to be implemented.



Why is an amendment needed?

Network Now is built on the principles of:

- Adapting service to changes in transit markets and travel patterns.
- Preparing for new METRO and high-frequency routes.
- Maintaining the reliability of scheduled service consistently over time.
- Building on success to grow ridership, adding service where people use transit the most.
- Providing access to opportunities and services with a focus on advancing equity and reducing regional disparities.

The proposed amendment is an opportunity to build on those principles in the following ways:

- **Adapting service and Building on Success:** Metro Transit has implemented approximately 50% of the Network Now Framework. Throughout, changes in ridership have been tracked. Service changes supporting all-day service are producing the strongest ridership growth.
- **Preparing for new METRO and high frequency routes:** Metro Transit will extend Green Line light rail service to Eden Prairie in 2027. This highly anticipated service significantly expands transit in the fast-growing west metro. Green Line Extension will be complemented by connecting transit service to help riders reach destinations beyond walking distance from stations and stops.
- **Maintaining the reliability of service:** Reliability is consistently cited as a critical factor to rider satisfaction. Through this amendment, Metro Transit will review routes and propose simplifications that support service reliability.
- **Providing access to opportunities:** The extended Green Line and new transit service on Highway 55 bring new access to residents west of Minneapolis. Maximizing the usefulness of these new transit corridors through strong connecting services will continue to make transit more accessible across the regional network.

What changes are proposed?

The Network Now Framework Amendment brings improvements in the west metro connecting with an extended Green Line and new service along Highway 55 to Plymouth. Both Green Line Extension and new Highway 55 service will launch in 2027. This amendment focuses on these corridors.

12 routes will be updated to reduce duplicate service, simplify routing, and improve frequency or span of service and one new route will be created:

- **Route changes to nine routes:** Existing routes 9, 30, 36, 38, 46, 615, 705, 716 and 758 are proposed to change. In addition, Route 757 is modified from what was proposed in the original Network Now Framework.
- **Improved and/or expanded frequency on four routes:** Routes 38, 705, and 757 are proposed to have more frequent service and/or have service at expanded times of day compared to what was proposed in the original Network Now Framework. Route 758 will be restored with three trips rather than two trips as previously proposed.
- **One newly proposed route:** A new Route 617 is proposed to connect to the Green Line.

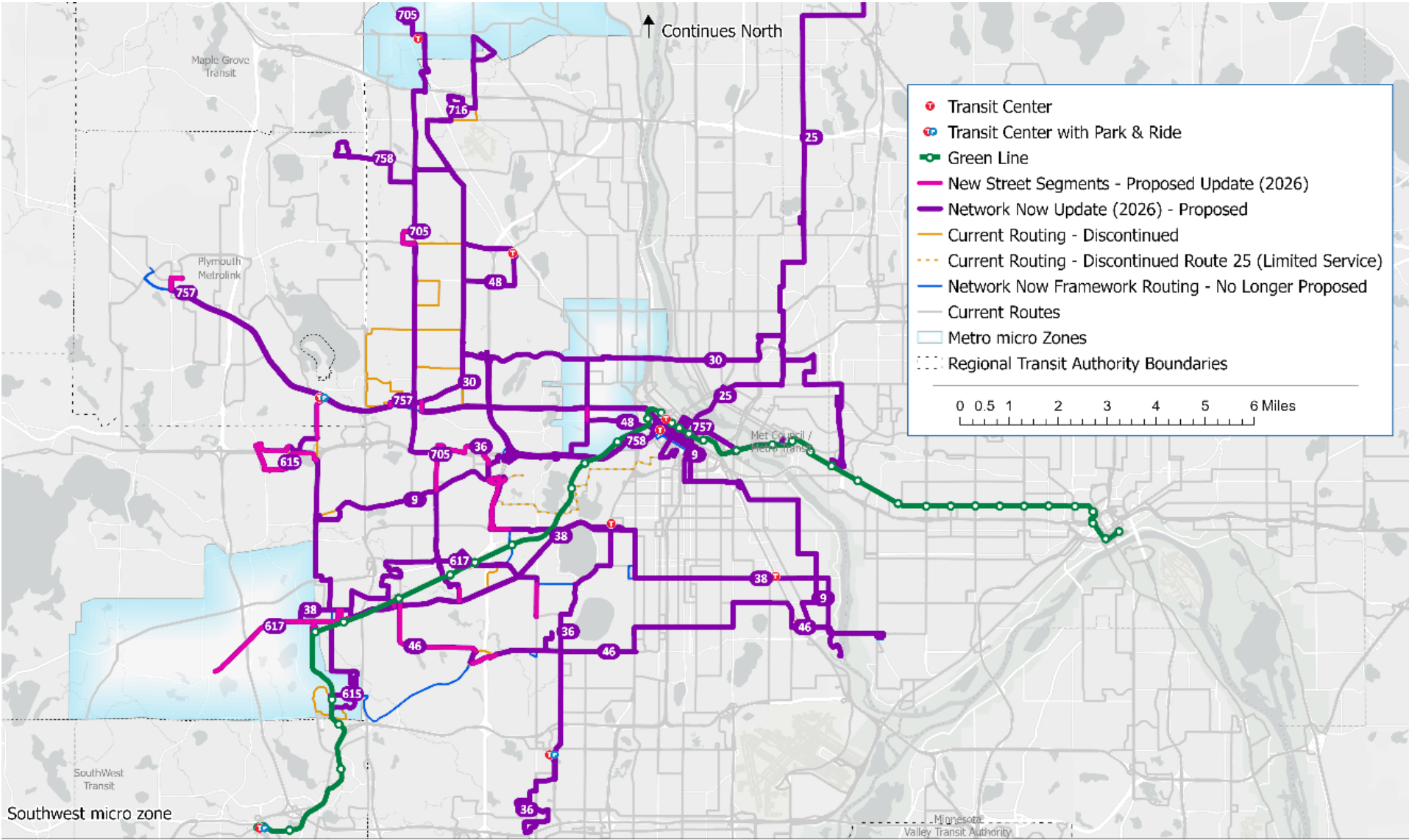
- **Discontinued routes and segments:** Routes 755 is discontinued and largely replaced by other routes. Segments of service on routes 25 and 705 are also discontinued. Weekend-only Winnetka Ave service will be taken over by Route 705 with Route 716 serving Douglas Drive, Zane Ave, and Brooklyn Blvd 7 days per week.

Table 1 and Figure 3 summarize the proposed service changes. Detailed maps and descriptions of proposed service changes are included in Appendix A.

Table 1: Summary of route changes proposed in the 2026 Network Now amendment.

Route	Proposed Changes
9	- Single branch providing 30-minute service 7 days/week to Greenbriar Apartments
25	- Discontinue 25L branch (one trip per day per direction). All-day coverage is provided by Green Line and Route 36
30	- Extend all trips to Golden Valley Rd/Winnetka Ave, connect to routes 705 and 757
36	- Extend route to West End and Louisiana Transit Center
38	- 20-minute service 7 days/week - All trips serve downtown Hopkins and Shady Oak Green Line stations and Ford Pkwy in St. Paul
46	- Extend all trips to Blake Road Station in Hopkins and Veteran's Home in Minneapolis
615	- Simplify to North/South routing. East/West routing taken by Route 617. - Extend to Station 73 Park and Ride (Route 757 connection) and to Opus (Green Line connection)
617	- New route covering East/West portion of Route 617. - Extend to E Line connection at 44 th /France in Minneapolis and to Glen Lake area in Minnetonka
705	- 30-minute service 7 days/week, add weekend service, streamline route for speed and reliability - Connect to Green Line, Methodist Hospital, and Park Commons
716	- Move weekend service from Winnetka Ave to Douglas Drive to match weekday. All trips serve Brooklyn Blvd. Weekend service on Winnetka provided by Route 705
755	- Discontinue and replace with all day coverage on routes 705 / 757. Reverse commute provided on Route 758.
757	- Extend span to 10 p.m. and add weekend service - Connect directly to Golden Valley Rd/Winnetka Ave and extend hourly trips to U of M East Bank
758	- Extend to Bass Creek Business Park and provide 3 reverse commute trips

Figure 3: Overview map of proposed amendment changes to Network Now.



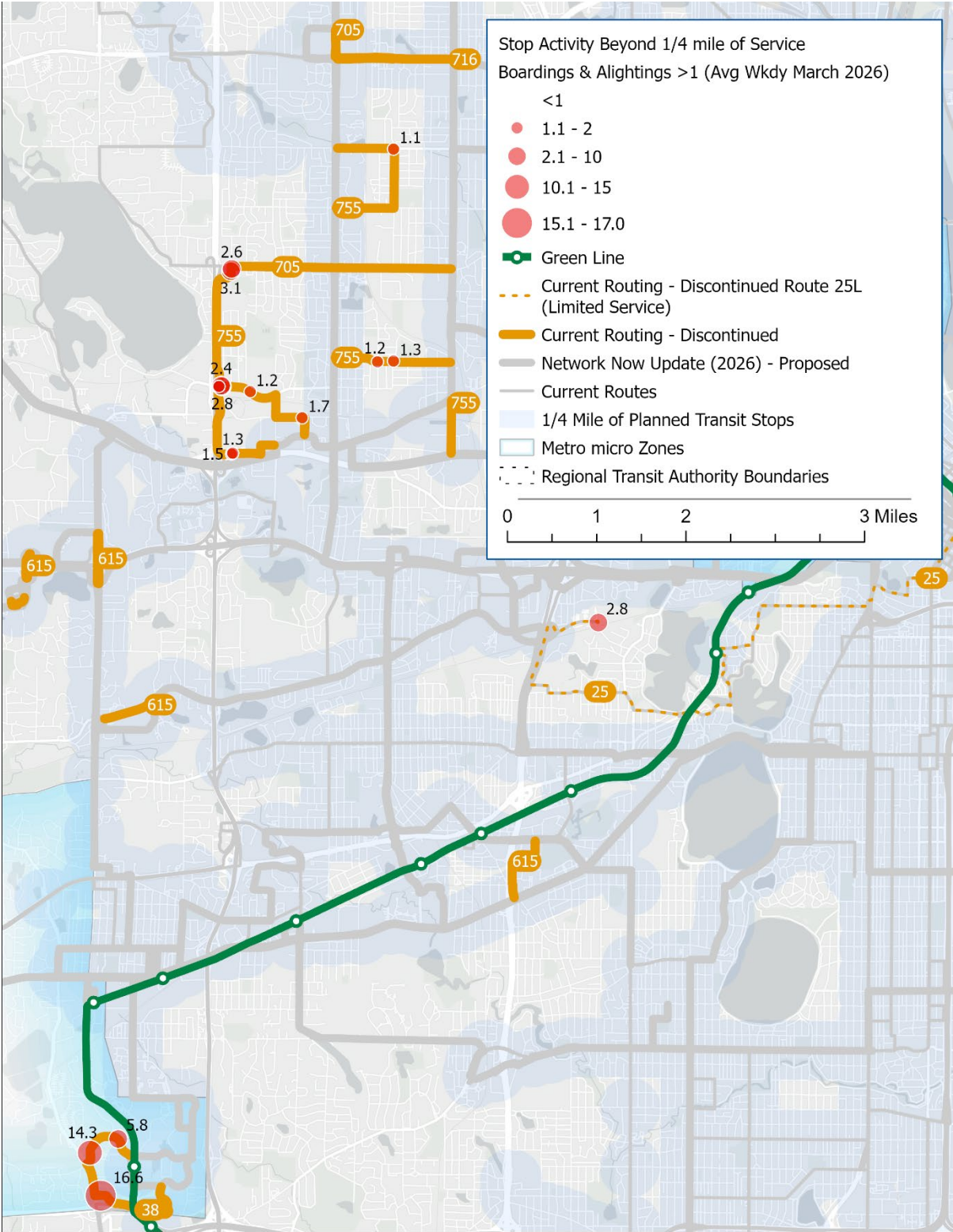
What are the outcomes of the proposed changes?

Overall, this amendment increases Metropolitan Council transit services by 2.4% across the entire region over the original Network Now Framework. The proposed changes advance Network Now principles in the following ways:

- **Adapting service and Building on Success:** Many of the routes in the amendment will see added service in the evening and on weekends. Some routes or branches in this area today operate as infrequently as every 2 hours. With these changes all local routes in this part of the network would operate every 60 minutes or better.
- **Preparing for new METRO and high frequency routes:** The amendment significantly strengthens Green Line Extension connecting services by bringing new routes and route extensions to stations and adding frequency to other routes.
 - Stations west of downtown Minneapolis will see 62% more planned connecting bus trips on weekdays and over 70% more connecting bus trips on weekends, compared to the original Network Now Framework.
- **Maintaining the reliability of service:** Several routes will be restructured or streamlined. Simplifying alignments makes reliability goals easier to achieve. Adding frequency means that the impact of any service disruption is lessened. Both lead to a more positive customer experience.
- **Providing access to opportunities:** The amendment brings new access to all-day transit coming at least every 30 minutes on weekdays for 14,000 people. These residents will have the opportunity to travel farther and at more times of day on Metro Transit than they did before, opening up access to jobs, critical services, and recreational opportunities.

Streamlining routes means that some segments of service will be eliminated, affecting a small number of customers. Portions of Route 38 in Minnetonka are proposed to be eliminated as part of the original Network Now Framework. Riders in that area will be within a 10-minute walk of the Opus Green Line Extension station and will be served by the Minnetonka micro transit zone. Approximately 23 average daily riders in other areas will not have a transit alternative within a 5-minute walk of their current boarding location. Figure 4 shows the location of those riders.

Figure 4: Proposed segments that would no longer have transit service within a five-minute walk/roll.



Route changes considered but not recommended

In preparing this amendment, Metro Transit reviewed customer feedback and suggestions for route changes received in the past, including in the public engagement during the development of the original Network Now Framework. Metro Transit considered several route changes that are ultimately not recommended for implementation. They are summarized in Table 2.

Table 2: Overview of route changes considered in response to past feedback but not being pursued at this time.

Proposed Change	Reasoning
Direct connection between North Minneapolis and Uptown connecting to Green Line	Metro Transit is considering route options that would fulfill this request. Some alternatives would substantially duplicate Route 5 in North Minneapolis, so Route 5 is being reviewed for changes as well. Metro Transit has begun engaging Route 5 customers and will continue to evaluate these changes for future consideration.
Direct connection between downtown Minneapolis and Bassett Creek Valley Station	Providing this connection would require a significant increase in operational resources, for a relatively small customer benefit. Additionally, the North Minneapolis micro zone will include a Green Line connection at the Bassett Creek Station.
Deviate Route 9 to Bryn Mawr Station	Diverting Route 9 to Bryn Mawr station would add to the route length and make transit less accessible to residents north of I-394. The North Minneapolis micro zone will be extended to Bryn Mawr Station and will provide this connection.
Extend service on Franklin Avenue to W 21st St Station	Metro Transit has reviewed several options that would connect Franklin Avenue to W 21 st St Station. We are not recommending these options for implementation at this time. Key challenges include navigating tight streets west of Franklin Avenue and inadequate operator layover facilities near the W 21 st Street Station. Extending service to this station would require significant additional resources, for a relatively small customer benefit.

Public Engagement

Metro Transit is seeking feedback on these proposed changes. A public comment period will be open from August 25 through October 4 to engage riders and communities interested in this proposal. There will be multiple ways to provide feedback, including:

- Four community meetings
- Staff riding transit trips in the area
- Social media engagement
- Online survey
- Emailed comments
- Comments via Metro Transit's Contact Center
- Written or faxed comments

Following the close of the engagement period, Metro Transit will review and consider the feedback received. Changes may be made to the proposal in response to those comments. A public engagement summary will also be produced which will outline feedback themes and how Metro Transit is updating the plan in response.

When will these and other changes be implemented?

Metro Transit plans to implement the Green Line Extension connecting bus service when the Green Line is extended in 2027. Highway 55 corridor service enhancements are also planned to be implemented in 2027. Metro Transit's workforce availability drives how quickly planned improvements can be made. Other Network Now improvements are anticipated to be implemented through 2028, based on workforce availability.