

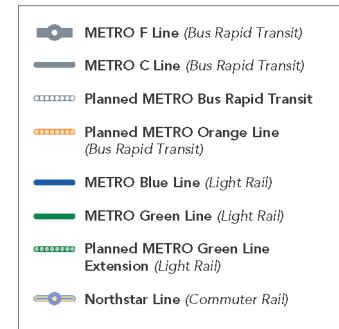
# METRO F Line (Central Avenue) *from Blaine to Minneapolis*

- Route 10: Top 5 ridership Metro Transit bus route, with more than 7,000 daily rides in 2019
- 46% of Route 10 riders are people of color or live in low-income households
- The F Line would provide access to 157,500 jobs
- \$75-85 million preliminary budget
  - \$25 million secured through Federal grants
  - \$17.5 million secured through 2021 State investment
- Mid-2022: community engagement to introduce project and develop corridor plan
- 2025 construction, planned service start 2026, pending full funding



F Line

August 2021



# METRO G Line (Rice / Robert)

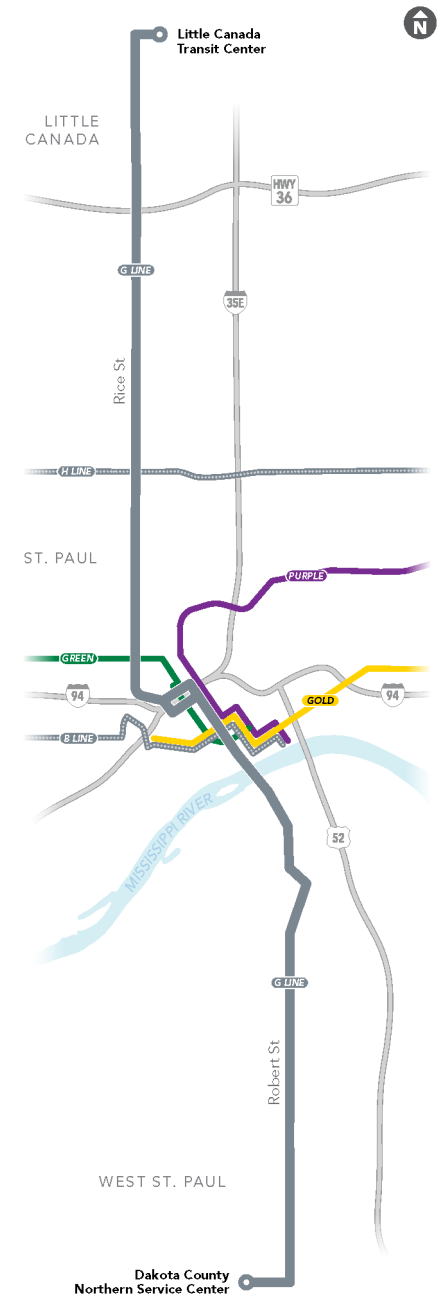
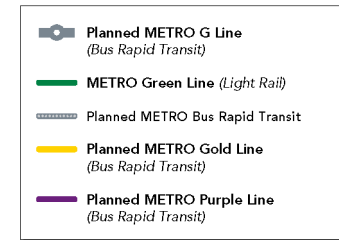
## from Little Canada to West St. Paul

- Upgrade to Route 62 / Route 68, with about 3,800 daily rides in 2019
- 43% of current riders are people of color or live in low-income households
- The G Line would provide access to 74,300 jobs, including 26,900 low-wage jobs
- Corridor planning to begin mid-2022
- \$78 million preliminary budget
  - \$25 million anticipated Federal grant
- Planned for 2026-2027 construction and start of service in 2027, pending full funding



G Line

January 2022



# METRO H Line (Como / Maryland)

## *from downtown Minneapolis to the east side of Saint Paul*

- Upgrade to Route 3, with 5,700 daily rides in 2019
- The H Line will provide access to 170,400 jobs, including 60,600 low-wage jobs
- 45% of Route 3 riders are people of color or live in low-income households
- A critical crosstown transitway: provides connections to nearly every other line in the existing and planned METRO network
- \$105 million preliminary budget
- Corridor planning to start in 2023, with construction planned for 2027-2028, pending full funding

