

Metro Transit

A Line Modernization

Regional Solicitation - Transit and TDM Projects

ID: R-2026-05177

Alicia Valenti

Requested: \$10,000,000

Status

Initial Review

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What application category are you applying for.*

Transit Customer Experience

General Information

Organization Name:

Metro Transit

▼ Organization Information

Organization Name	Metro Transit
Legal Name	Metro Transit
Street Address	560 Sixth Avenue North
Street Address 2	
City	Minneapolis
County	Hennepin
State	Minnesota
Country	United States of America
ZIP Code	55411

▼ Contact Information

Contact	Full Name	Email	Phone
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Grant Administration			
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Developer 2	Maura Haas	maura.haas@kimley-horn.com	651-842-6930

▼ Project Information

Project Name* A Line Modernization

Select Primary county where project is located* Ramsey

Cities or Townships where the Project is located* Falcon Heights, Minneapolis, Roseville, St. Paul

Jurisdictional Agency (if different than applicant): Hennepin County, Ramsey County, MnDOT, City of Minneapolis, City of Saint Paul, City of Falcon Heights, City of Roseville

Brief project description. Include location, road name, type of improvement, etc. Limit of 400 words*

The A Line Modernization Project will upgrade the region's first Arterial Bus Rapid Transit (ABRT) line to improve the reliability, efficiency, safety, customer experience, and overall functionality of the METRO A Line. As the region's first ABRT line, the A Line was transformative for transit in the Twin Cities. In the decade since its opening, the A Line has served over 13 million trips for the Minneapolis, Saint Paul, Falcon Heights, and Roseville communities. The A Line operates on 46th Street (Hennepin County Road 46), Ford Parkway (Ramsey County Road 42), and Snelling Avenue (Trunk Highway 51). Metro Transit operates this service on roadways owned by Hennepin County, Ramsey County, and the Minnesota Department of Transportation (MnDOT).

The project, which spans the full A Line corridor, builds on the strong history of investment along the A Line and includes improvements to station facilities, customer amenities, and speed and reliability infrastructure (including transit signal priority and consideration of bus-only lanes, and queue jumps in coordination with partner agencies). These improvements will enhance the customer experience by delivering more comfortable, reliable, and safe transit service, aligning with TPP policies 5, 9, 12, 25, and 28. Key improvements include:

- Transit signal priority (TSP) upgrades or additions at up to 36 total intersections
- Up to four miles of bus-only lanes to improve reliability and reduce travel times
- New end-to-end fiber infrastructure to enhance communications, improving reliability of critical station features including real-time bus arrival information, fare collection equipment, emergency telephones, and security cameras
- Replacement of station pylons, which display real-time information at every station
- Addition of new benches at 16 stations and new lean rails at 5 stations
- Replacement of trash receptacles at every station with modern receptacle type in support of station cleanliness
- Expanded northbound station platform at Snelling & Grand to meet standard platform length
- New fare validators and wayfinding at the Snelling & University and Snelling & Como stations to support transfers between METRO bus rapid transit and light rail routes
- New bike racks and improved pedestrian safety to support first/last-mile connections

Transportation Improvement Program (TIP) Description*

Metro Transit A Line Arterial Bus Rapid Transit Fiber, Pylon, and Station Amenity Upgrades and Transit Facility and Transit Related Equipment

Provide the project length to the nearest one-tenth of a mile* 10.7

Lead Agency* Metro Transit

ZIP Code where majority of work is being performed* 55105

Identify the Transit Market Areas that the project serves* Market Areas I and II

For Park-and-Ride and Transit Station Projects Only

Approximate begin construction date (mo/yr):

Approximate end construction date (mo/yr):

Name of park and ride or transit station:

Total new parking spaces:

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corridor)

From Cross-Street:

To Cross-Street:

Or At:

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Park and ride, etc.)

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?*

No

Grant Request Amount, US\$* \$10,000,000.00

Project Total: \$* \$14,291,669.00

Match Amount: \$ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount: \$4,291,669.00

Match Percentage (Minimum of 20% for federally funded projects, no match required for Active Transportation Sales Tax-funded projects)

Match percentage: 30%

Source of Match Funds (For federally funded projects, a minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources)

Source of Match Funds* Regional Transit Capital fund

Please check the years that are feasible for your program.* 2029 (All projects), 2030 (Federal projects), 2031 (Federal projects)

To provide the required budget information, complete the **Total Project Cost Worksheet** and then upload into the Documents section. Refer to the **Total Project Cost Instructions** for instructions on what to submit in Fluxx.

Roadway Costs*	\$141,246.00
Bicycle/Pedestrian Costs*	\$503,507.00
Transit/TDM Capital Costs*	\$13,646,916.00
Transit/TDM Operating Costs*	\$0.00

One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds.

No project elements are eligible for PROTECT funding.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link Yes and entered the required information.

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5"x11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

Other

1. **For Transit and TDM Projects that include public/private joint-use parking facilities only** The applicant must upload a plan for and make a commitment to the long-term management and enforcement of

ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

Long-Term Public Transit Parking Plan

Transition Plan (only upload if not linked)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS	
Filter by Type	All document types (12) 
 MT_ALine_ROS_Match-Letter.pdf 	Resolution of Support Added by Maura Haas at 7:58 AM on June 24, 2026
 MT_ALine_ROS_Match-Letter.pdf 	Match Award Letter Added by Maura Haas at 7:58 AM on June 24, 2026
 ALineModernization_Letters of Support.pdf 	Added by Maura Haas at 5:53 AM on June 24, 2026
 2026-2031 CIP Admin_External Affairs.pdf 	Added by Maura Haas at 5:52 AM on June 24, 2026
 ALineMod_Total-Project-Cost-Worksheet_20260623.xlsx 	Total Project Cost Worksheet Added by Maura Haas at 5:47 AM on June 24, 2026
1 - 5 of 12 Records	
1 2 3	
Jump to Page	

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

The project will follow all applicable federal and state design standards, including state statutes such as **State Aid Rule 8820** as required.

Check the box to indicate that the project meets the requirement above.* Yes

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan. Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

Objectives: An equitable and inclusive region; Healthy and safe communities; A dynamic and resilient region, Leading on climate

Policies: Funding; Needs of people with disabilities; Quality transportation facilities; Eliminate traffic deaths and serious injuries; Safe, secure, welcoming transit facilities; Multimodal connections; Complete Streets approach; Transit advantages; Minimize disruption; Reduce greenhouse gases

Check the box to indicate that the project meets the requirement above.* Yes

The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

Check the box to indicate that the project meets the requirement above.* Yes

List the applicable document(s) and pages*

Metro Transit 2026-2031 CIP (see attachment)
68101 – Real-Time Sign & Annunciator Replacement Parts and Equipment, p. 1-2
68102 – RTS Transit Technology Systems, p. 1-2
M25023 – Station Signage Refresh, p. 1
68319 – Pushbutton Annunciator System Replacement, p. 1
Network Now Framework Report & Appendix B: Engagement Summary, p. 3-4, 13, 44-45, B2-5
Metro Transit Forward, p. 1-2

The project complies with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets the requirement above.* Yes

The project must be accessible and open to the general public.

Check the box to indicate that the project meets the requirement above.* Yes

The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Check the box to indicate that the project meets the requirement above.* Yes

The project must represent a permanent improvement with independent utility. The term “independent utility” means the project provides benefits described in the application by itself and does not depend on any other construction elements to be delivered for the proposed project to be achieved.

Check the box to indicate that the project meets the requirement above.* Yes

The infrastructure project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets the requirement above.* Yes

The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

Check the box to indicate that the project meets the requirement above.*

Yes

The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

Check the box to indicate that the project meets the requirement above.*

Yes

The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

Check the box to indicate that the project meets the requirement above.*

Yes

Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project that is otherwise eligible.

Check the box to indicate that the project meets the requirement above.*

Yes

Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required. Applicants for the three application categories funded with Active Transportation Regional Sales Tax funds do not need to be a State Aid city or a county to apply.

Check the box to indicate that the project meets the requirement above.*

Yes

The public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one*

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Date plan completed by governing body*

4/1/2023

Link to plan*

<https://metro council.org/About-Us/Publications-And-Resources/DIVERSITY-EQUITY/ADA-Transition-Plan.aspx>

If you cannot include a document link, please upload the document in the Document Requirements section.

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

Check the box to indicate that the project meets the requirement above.*

Yes

Transit Expansion and Transit Customer Experience projects only: The transit project has independent utility, application elements have not been funded in a previous solicitation, and/or the project is new elements on an existing project.

Check the box to indicate that the project meets the requirement above.*

Yes

Transit Expansion and Transit Customer Experience projects only: The applicant is able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant certifies that it has the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant certifies that it has adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets the requirement above.*

Yes

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Transit Customer Experience application category seeks to fund projects that make transit more attractive to existing riders by offering faster and more reliable travel times between destinations or improving the customer experience. The transit projects in this category do not expand transit service.

This application contributes to these 2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Improved transit centers or passenger facilities (e.g., security, lighting, multimodal access at or within 500 feet of a transit facility with a direct connection to the transit facility) with no expansion of transit service
- New transit centers or customer facilities
- New or expanded park-and-rides without a service expansion
- Technology and fare system upgrades
- Projects that improve travel time or reliability of existing transit service

▼ Evaluative Criteria

1. Ridership Affected

This criterion measures the project's impact based on how many riders the improvement(s) will impact.

Measure A - Total existing annual riders

List the transit routes directly connected to the project. Metropolitan Council staff will provide the total existing annual ridership data.*

The A Line Modernization Project will improve facilities along the METRO A Line. Other existing transit routes connected to the project include:

- METRO B Line (BRT) – Snelling & Dayton Station
- METRO Blue Line (LRT) – 46th Street Station
- METRO Green Line (LRT) – Snelling & University Station
- Route 3 (High-frequency route) – Snelling & Como Station
- Route 7 (Local bus) – 46th Street Station
- Route 9 (Local bus) – 46th Street Station
- Route 32 (Local bus) – Rosedale Transit Center
- Route 38 (Local bus) – 46th Street & 46th Avenue Station
- Route 46 (Local bus) – A Line stations along 46th Street
- Route 61 (Local bus) – Snelling & Larpenteur Station
- Route 63 (High-frequency route) – Snelling & Grand Station
- Route 65 (Local bus) – Snelling & Co Rd B Station; Rosedale Transit Center
- Route 67 (Local bus) – Snelling & Minnehaha Station
- Route 74 (Local bus) – A Line stations along 46th Street and Ford Parkway; Snelling & Randolph Station
- Route 83 (Local bus) – Snelling & Co Rd B Station; Rosedale Transit Center
- Route 87 (Local bus) – Ford & Finn Station; Ford & Kenneth Station; Rosedale Transit Center
- Route 134 (Rush hour bus) – Ford & Finn Station; Ford & Kenneth Station
- Route 223 (Local bus) – Rosedale Transit Center
- Route 225 (Local bus) – Rosedale Transit Center
- Route 227 (Local bus) – Rosedale Transit Center
- Route 264 (Rush hour bus) – Rosedale Transit Center
- Route 801 (Local bus) – Rosedale Transit Center

Measure A Scoring Guidance

The applicant with the route connections having the highest number of weekday passenger trips will receive the full points. Remaining projects will receive a proportionate share of the full points.

2. Transit Service

This criterion measures improvements to travel times and/or reliability of existing transit service.

Measure A - Travel times and/or reliability of existing transit services

Select which of types of service improvements apply to your project.*

Improved travel time, Improved reliability

Provide a brief narrative that describes how the proposed project improves transit service, including addressing any of the items selected above. Provide quantitative information as applicable (300 words or less)*:

The A Line Modernization Project will enhance transit service by improving transit travel times and reliability, supporting the TPP objective of a Dynamic and Resilient Region. As of 2024, the A Line's on time performance (OTP) is about 83%. Metro Transit's target OTP is 90% of trips to be within one minute early to 5 minutes late. Today, A Line travel times are highly variable, impacting reliability and appeal of the service; for example, between Dayton Ave and Ford Pkwy, northbound travel times range from 5 to 15 minutes in the PM peak. Portions of

Snelling Ave experience significant congestion; according to data provided through the Regional Solicitation Data Atlas, the Buffer Time Index is greater than 1 between I-94 & Pierce Butler Route and Larpenteur Ave & Highway 36.

As shown through the data above, there is a clear need for speed and reliability improvements to truly deliver a premium service. The Project includes up to four miles of bus-only lanes and queue jumps along Snelling Ave and Ford Pkwy, which will provide a dedicated space for A Line buses to travel through this busy corridor with little disruption. Metro Transit has found that bus lanes on Hennepin Ave reduced travel times by up to 18% and increased reliability by up to 36%. Additionally, the Project will implement or upgrade transit signal priority (TSP) at 36 intersections. TSP can reduce average bus travel times by up to 20%, according to a paper from the Center for Transportation, Equity, Decisions and Dollars. Both bus-only lanes and TSP will reduce travel times and delays, and improve reliability for transit along the A Line corridor, vastly enhancing the customer experience; riders will not need to wait as long for a bus to arrive and, when the bus arrives, they will get where they're going faster.

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project's impact (100 words or less):

OTP data: Met Council's Transportation System Performance Evaluation (Section 8)

Reliability data: Collected May 2026, Metro Transit's AVL data

Buffer Time Index: Regional Solicitation Data Atlas

Bus lane benefits: Metro Transit's Transit Advantages and Transit Signal Priority Working Group report

TSP research: Study from Center for Transportation, Equity, Decisions and Dollars along Metro Transit's Route 5
The Minutes Matter TCRP report was referenced for supporting information.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. Examples of industry best practices and proven techniques for reliability improvements are referenced in the following TCRP report: Minutes Matter: A Bus Transit Service Reliability Guidebook | The National Academies Press.

- High: The highest rated projects in this measure will describe how the project significantly improves transit service - increasing reliability, reducing delays, or some other improvement. The project includes elements consistent with industry best practices and proven techniques for reliability improvements.
- Medium-High
- Medium: Mid-range projects in this measure may describe how the project significantly improves transit service but with less proven techniques.
- Medium-Low
- Low: Low rated projects in this measure will describe minimal improvements to transit service and will not include industry best practices and proven techniques.
- Non-responsive/Not relevant: Projects that do not improve transit service should receive zero points in this measure. Projects that do not provide a complete response should also receive zero points.

3. Access to Transit Facilities

This criterion measures improvements to access to transit facilities, including multimodal connections and ADA improvements.

Measure A - Multimodal connections and ADA accessibility

Select which types of access improvements apply to your project from the list below. All improvements must be within 500 feet of a transit facility.*

Improved transit connection to facility (e.g., expanded transit vehicle capacity), Improved ADA access (e.g., bringing existing infrastructure up to and/or going beyond ADA standards), Improved multimodal elements at facility (e.g., bicycle racks and lockers, shared mobility options)

Provide a brief narrative that describes how the proposed project improves access to transit facilities, including addressing any items selected above. Provide quantitative information as applicable (300 words or less)*:

The project will improve multimodal connections and accessibility in several key ways. The project will install 37

benches across 16 stations and 10 lean rails across 5 stations, providing seating at every station on the line. These new seating options will help people with mobility impairments wait more comfortably and safely. Many stations currently lack a bench or have only one, so the new seating included in the project is essential for achieving Metro Transit's vision for a safe and welcoming experience on its system, aligning with current BRT design standards and ADA and PROWAG guidelines.

Other accessibility improvements include new fare validators at METRO transfer points that will reduce walking distances. Today, some riders must overshoot the station to pay, adding up to 75 feet of extra walking and creating a barrier for people with mobility impairments. The added validators will remove this barrier and improve convenience for all riders. Upgraded pylons and new fiber infrastructure will improve accessibility by making audio and visual real-time information more reliable. All upgrades to station facilities will support accessibility by making stations more consistent so that blind/low-vision and neurodivergent people can more easily navigate transit.

The project also improves multimodal access with new bike racks at 8 stations and wayfinding enhancements to support transfers between METRO lines at Snelling & University (Green Line and future Gold Line extension) and Snelling & Como (future H Line). Bus lanes will help to reduce the pedestrian crash risk by providing a physical buffer with fewer vehicles (operated by trained drivers) that reduces the crossing distance and improves visibility for pedestrians.

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project's impact (100 words or less):

The number of amenity improvements is based on the cost estimate developed for the Project. Bench improvements were assumed at 16 stations and new lean rails will be added at 5 stations. These needs were identified through a review of station as-builts and street imagery. Walk distances at stations were measured using aerial imagery.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this measure will describe how the project significantly improves access to transit facilities by several modes. The response will include quantitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may describe how the project significantly improves access to transit facilities but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and an established methodology but only offer a small improvement in access to transit facilities.
- Medium-Low
- Low: Low rated projects in this measure will describe minimal access improvement to transit facilities and will not include quantitative data.
- Non-responsive/Not relevant: Projects that do not improve access to transit facilities should receive zero points in this measure. Projects that do not provide a complete response should also receive zero points.

4. Safety and Security

The criterion measures improvements to safety and security of transit riders and people crossing or traveling adjacent to transit facilities.

Measure A - Safety and Security for transit riders and people accessing transit facilities

Select which types of safety and security improvements apply to your project.*

Improved traffic safety for all travelers – transit riders, pedestrians, bicyclists, people in cars, Improved personal security for people on transit vehicles and/or at transit facilities (e.g., crime prevention through environmental design strategies may include lighting, hardening edges, expanding clear sight lines, promoting natural surveillance)

Provide a brief narrative that describes how the proposed project improves safety and/or security for users of the transit system and people accessing transit facilities, including addressing any items selected above. Provide quantitative information as applicable (300 words or less).*

Safety and security are core to the project, supporting the TPP objective of Healthy and Safe Communities. In response to community input, Metro Transit developed a Safety and Security Action Plan with a goal of creating a safer, more comfortable transit experience. This project advances that work by adding more reliable communications infrastructure and features. The A Line currently relies on cellular service and third-party fiber, which are subject to frequent outages, and Metro Transit has limited control over repairs. Upgraded fiber for the security cameras installed with the new pylons and the existing emergency telephones will improve MTPD's ability to monitor for and respond to issues. New station amenities will align with CPTED, helping stations remain visible, orderly, and easy to maintain to support rider safety. Local research has shown that wait times feel shorter and riders ultimately feel safer when stations have real-time information and enhanced amenities.

The project will improve traffic safety for transit riders and other road users. Separated bus lanes reduce crash risk by creating dedicated space for buses, which reduces conflicts with general traffic. Bus lanes shorten the number of general traffic lanes pedestrians must cross and can serve as refuges because buses (operated by trained drivers) use them less often than cars use adjacent lanes. TSP has been found to improve safety for road users; research conducted in Minneapolis found that TSP reduces the number of abrupt stops and deceleration, leading to reduced crashes and improved safety. The study saw a complete elimination of crashes related to vehicles striking buses and bus starting, and a reduction in crashes related to bus stopping, turning, and going straight after TSP was implemented.

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project impact (100 words or less).

Research on transit wait time perceptions conducted by the University of Minnesota:

<https://www.sciencedirect.com/science/article/abs/pii/S0965856416303494>

TSP safety benefits research obtained from a study conducted by the Center for Transportation, Equity, Decisions and Dollars on TSP implementation along Metro Transit's Route 5: <https://www.itskrs.its.dot.gov/2021-b01520>

Measure A Scoring Guidance

Consider the narrative provided by the applicant and score projects based on the benchmarks provided below.

- High (12.5 points) – The highest scoring projects in this criterion will make a strong case as to how the project significantly improves safety and security of the transit system. The response will include quantitative metrics showing a high level of improvement using a sound methodology.
- Mid (7 points) - Mid-range projects in this criterion may make a strong case as to how the project significantly improves safety and/or security but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement in safety and/or security or make a significant improvement in safety but not security or vice versa.
- Low (0 points) – Projects that do not improve safety or security should receive zero points in this criterion.

5. Customer Comfort and Ease of Use

The criterion measures improvements to comfort for transit riders and overall ease of use of the transit system.

Measure A - Comfort for transit riders and overall ease of use of the transit system

Select which types of comfort/ease of use improvements apply to your project*

Improved facility amenities (e.g., shelter, seating, lighting, shade, heating, trash receptacles), Improved fare collection, Improved wayfinding, Improved rider information (e.g., real-time arrival, detour), Other comfort or ease of use improvement (describe in narrative)

Provide a brief narrative that describes how the proposed project improves comfort for users of the transit system and/or overall ease of use of the transit system, including addressing any items selected above. Provide quantitative information as applicable (300 words or less)*:

The project will improve rider comfort and ease of use through upgraded station amenities, expanded waiting areas, and better transfer connections. As the A Line station infrastructure is a decade old, the stations must be upgraded to meet the needs of today's transit riders. BRT platform design standards have been improved through

subsequent projects to promote ease of maintenance and enhance customer experience, and the upgrades will incorporate newer standards—such as amenity placement—to further improve maintenance efficiency.

The project includes 37 benches, 10 lean rails, and 38 trash/recycling receptacles, giving riders more comfortable and convenient places to wait. These improvements are especially important for older adults and people with mobility impairments. The project will replace pylons and fiber at every station to provide more reliable, visible, and consistent real-time information. At the Snelling & Grand station, the project will expand the northbound platform to achieve standard platform length, creating more space for riders to wait, board, and alight safely and comfortably. This improvement takes advantage of a driveway closure immediately north of the station.

With the continued expansion of the METRO system, the project will make METRO transfers easier by adding fare validators and wayfinding between the A Line and the Green Line/future Gold Line Extension and future H Line. As these connecting stations are located away from the A Line, clearer wayfinding is needed to help riders navigate between services. These improvements will be valuable at the A Line/Green Line connection near Allianz Field and A Line/H Line connection near the State Fairgrounds, where visitors may be unfamiliar with the transit system.

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project impact (100 words or less):

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will describe how the project significantly improves customer comfort and/or ease of use of the transit system and will include several types of improvements. The response will include quantitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may describe how the project significantly improves customer comfort and/or ease of use but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and an established methodology but only offer a small improvement in access to customer comfort and ease of use.
- **Medium-Low**
- **Low:** Low rated projects in this measure will describe minimal improvements to customer comfort and ease of use and will not include quantitative data.
- **Non-responsive/Not relevant:** Projects that do not improve customer comfort or ease of use should receive zero points in this measure.

▼ Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

1. Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered Imagine 2050

Equity Statement

Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here [Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption](#). The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives

TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider

Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring

Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority

Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities

The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring

Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area’s community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation

system (600 words or less).*

Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

The A Line Modernization Project area covers the existing METRO A Line corridor along 46th Street in Minneapolis, Hennepin County, and along Ford Parkway and Snelling Avenue (TH 51) in Saint Paul, Falcon Heights, and Roseville in Ramsey County. Within a half mile, the nearly 11-mile long corridor has a variety of surrounding land uses (though largely commercial and residential) and serves several key destinations, including two regional shopping centers, two colleges and universities, two regional event centers, 60 parks, over 40 schools, and nearly 2,200 affordable housing units (affordable housing data obtained in June 2026 from HousingLink Streams). There are over 30,000 jobs within a half mile of the A Line corridor as well, according to LEHD OnTheMap (2023). These characteristics of the corridor demonstrate the need to provide fast, frequent, and comfortable service so that residents, employees, and visitors can reliably use transit to reach their destinations.

The western end of the project area in Minneapolis serves a high activity corridor along Hiawatha Avenue (TH 55) which includes multi-family residential, commercial, and light industrial uses. This terminus is also where the A Line connects to the METRO Blue Line. Heading east, the corridor goes through a residential area and a portion of Minnehaha Regional Park before crossing the Mississippi River into Saint Paul. In Saint Paul, the corridor runs along Ford Parkway through the Highland Park neighborhood, home to the recent Highland Bridge development, before turning onto Snelling Avenue.

The southern portion of the Snelling Avenue segment is a mixture of residential and commercial uses, slowly transitioning into more dense uses as it approaches I-94. Key destinations in this segment of the corridor include the Highland Park Golf Course and Schulz-Highland Arena, Macalester College, Grand Avenue businesses, Summit Avenue Historic District, a METRO B Line connection, and a commercial node at the intersection of Selby Avenue and Snelling Avenue. The Project is specifically expanding the Snelling & Grand Station, which serves this area, to provide more space and amenities for riders and a more consistent station experience.

North of I-94, the A Line corridor connects to the METRO Green Line, Allianz Field, and Hamline University, along with several commercial destinations. In Falcon Heights, the A Line serves the Minnesota State Fairgrounds and surrounding residential areas, with a small commercial node at Larpenteur Avenue. At the southern end of the segment in Roseville, the corridor is primarily residential, before reaching the Har Mar Mall, Rosedale Mall, and other commercial destinations around its northern terminus.

According to US Census data, the project area has a relatively high proportion of Black, Indigenous, and People of Color populations (24.2%), populations under 18 (18.6%) and over 65 (16.4%), people in poverty (19.2%), and no vehicle households (10%). Compared to the region, the project area has a higher proportion of people over 65 (15.6%), people below the 185% poverty rate (18.8%), and no vehicle households (7.5%). These groups are all more likely to be reliant on transit, either due to legal, personal, or financial reasons; thus, top-quality transit service should be provided in this area.

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).

As the A Line is approaching a decade of service, Metro Transit is seeking funding to upgrade and modernize this critical route. The A Line Modernization Project is a part of Metro Transit's larger effort to refresh and renew its infrastructure, building on the current "Renew the Blue" project that is upgrading signal systems, replacing rail, renovating the Lake Street and Franklin Avenue stations, and refurbishing 10 additional stations along the METRO Blue Line. Additionally, as new METRO routes have come into operation (and more are planned, such as the H Line and Gold Line Extension), it is essential that the A Line corridor supports and is well integrated with these new services.

The community has expressed interest in more speed and reliability initiatives, particularly through feedback collected for Metro Transit's Network Now effort. Community members emphasized that fast, frequent service is important to them, and continued investment in the METRO routes, like the A Line, will deliver that expected quality of service. Engagement conducted through Metro Transit's Better Bus Stops effort has also emphasized community needs for accessible seating. Some community members report choosing other services and modes of

transportation because of a lack of seating at stations, noting that seating is not a luxury, but a necessity.

Engagement and communications efforts will be important as the A Line Modernization Project is implemented. Metro Transit has a strong history of communicating with the public about upcoming construction and will specifically draw on the techniques it has been using with the Renew the Blue project. These techniques include social media posts and newsletters, online and print materials, community meetings, pop-up “rider intercepts” on buses and at stations, and information posted at transit facilities. Communications will focus on informing the public of the new bus lanes and transit signal priority improvements, where station renovations are occurring, and what the improvements will mean for transit service both during and after construction.

Metro Transit anticipates aligning its more traditional engagement activities and feedback with the growing body of customer feedback sources they are actively analyzing, including RateMyRide, Contact Center feedback, and customer satisfaction surveys. Feedback collected through these means will continue to help identify operational and strategic needs and the A Line Modernization project can improve. This feedback will also serve as a benchmark to measure the impact of the project as it is implemented.

This engagement approach aligns with the Imagine 2050 Regional Vision, Values, and Goals, which emphasizes engagement that moves beyond one-way communication and toward a more inclusive and relationship-based approach. Metro Transit has already drawn on strategies at the “inform” and “consult” end of the spectrum, and is committed to continuing and expanding on those strategies as the Project is implemented.

Community Needs and Future Engagement Scoring Guidance

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:

- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with “specific communities” helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:

- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with “specific communities” that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

The A Line Modernization Project will upgrade the region’s first Arterial Bus Rapid Transit line to improve the reliability, efficiency, safety, customer experience, and overall functionality of the METRO A Line. In the decade since its opening, the A Line has served the Minneapolis, Saint Paul, Falcon Heights, and Roseville communities with fast, frequent, and comfortable transit service. The A Line operates within a key corridor that serves regional mobility needs, including transit, people walking and biking, and motorists, and plays an important role in connecting residents to jobs, education, and essential services across the Twin Cities. The primary benefit of the Project is a modernized transit service that enhances the customer experience through upgraded amenities and improved travel times and reliability.

The communities surrounding the A Line have relied on this service since 2016 to connect them to their destinations – whether it be work, school, appointments, shopping, or recreation. The A Line corridor is home to a relatively high population of people over 65, people below the 185% poverty rate, and no vehicle households. These groups tend to be more reliant on transit, especially as commute costs have risen in recent months. The

Project addresses the needs of these communities by providing more comfortable and accessible amenities and improved travel times and reliability, creating a more equitable and inclusive region. New and upgraded seating and lighting will make stations more accessible for people with mobility or other impairments. New bike racks will create more capacity for people to bike to A Line stations, improving first/last-mile connections. Bus lanes and TSP will make the A Line a faster and more reliable service so that those who rely on transit can efficiently reach their destinations. Additionally, by improving the A Line’s quality of service, it becomes a more attractive travel option, reducing the number of cars on the road and resulting greenhouse gas emissions.

The bus lanes and TSP improvements will also benefit roadway users beyond transit riders and operators. Providing a separated bus lane enhances safety as there is less risk for collisions between buses and other vehicles when buses stop at stations. Bus lanes will also help to reduce the pedestrian crash risk by eliminating bus pull outs that can cause conflicts and providing a physical buffer that reduces the crossing distance for pedestrians. Research also points to safety benefits of TSP; research conducted in Minneapolis found that TSP reduces the number of abrupt stops and deceleration, leading to reduced crashes and improved safety. The safety benefits brought by the A Line Modernization Project demonstrate a positive impact on the overall traveling public, not just transit riders.

In addition to these improvements, the Project will also bring outdated infrastructure up to today’s BRT design standards. A key component of the Project is adding new fiber conduit from end-to-end that will allow for improved real-time signage and communications. This will further enhance the customer experience by ensuring that real-time information is consistently available; the current fiber infrastructure is prone to outages that create frustration for riders who consequently cannot see when the bus is arriving. As a part of the fiber and pylon replacement, security cameras and emergency telephone connections will also be replaced at all stations, providing an opportunity to upgrade this critical safety infrastructure. In response to community concerns, safety and security has become a top priority for Metro Transit, particularly at METRO stations. Ensuring that A Line riders and the broader community feel safe and comfortable at METRO stations is important to Metro Transit.

Community Benefits Scoring Guidance

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
-Describes how project repairs past burdens and barriers
-Describes how project improves safe access to priority destinations
-Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:
-Describes benefits for specific communities
-Ties benefits directly to community-identified needs
-Describe how benefits were identified through engagement
-Includes early mitigation plans for project burdens.

Low: The project application:
-Does not describe project benefits for specific communities
-Describe benefits in general terms for all users
-Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ Funds & Payments - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ Grant Requirements - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Transit and TDM Projects

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to
Applicant:

Program
Feedback:

▼ Evaluative Criteria

Measure A – Safety and Security for
transit riders and people accessing
transit facilities:

Measure A – Total existing annual
riders:

Measure A – Support or expand clean
energy and electrification:

Measure A – Travel times and/or
reliability of existing transit services:

Measure A – Multimodal connections
and ADA accessibility:

Measure A – Comfort for transit riders
and overall ease of use of the transit
system:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: \$10,000,000.00

Total Project Budget:

▼ Communications & Relationships - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ Notes & History - Internal

Status

Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review

Created by Alicia Valenti at 9:46 AM on June 24, 2026

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