

Project Name: I-35W & 98th Street Station Transit Center Modernization

Applicant: Metro Transit

Requested Award Amount: \$7,480,000

Total Project Cost: \$9,350,000

Located in Bloomington near I-35W, 98th Street and the historic Oxboro area, this transit center and park-and-ride is a regional hub on the southern end of the METRO Orange Line. It hosts the Orange Line's only park-and-ride, operating at over 65% daily capacity, and is among the most utilized facilities of its size in the Metro Transit system. Metro Transit routes 18, 534, 539, and 546, METRO Orange Line BRT, MVTA route 465, and Metro micro connect riders from this station to downtown Minneapolis, Normandale Community College, the Mall of America, and beyond. Within one mile, 7,530 residents call this community home: 45.2% of whom identify as people of color, 17.4% live with a disability, and 8.4% of households have no vehicle, underscoring the critical role this facility plays as a daily lifeline for transit-dependent riders.



This project will eliminate the existing surface park-and-ride lot and consolidate parking into a new structured ramp, with a redesigned transit center on the first floor. This frees adjacent land for a future transit-oriented development (TOD). Customer feedback and walking audits have identified deficiencies and an unwelcoming environment at the current facility. Renovation is needed to modernize this critical regional asset and to unlock the land for the TOD investment the community has long prioritized.

The scope of this project includes:

- Purchase of the City of Bloomington-owned parcel beneath the existing transit center
- Modernized bus staging and a continuous, protected pedestrian network eliminating roadway crossings and vehicle-pedestrian conflicts
- Improved waiting areas with weather protection, heated shelters, lighting, shade, seating, and real-time passenger information
- Full ADA compliance throughout the facility, including level boarding surfaces, accessible pathways, tactile wayfinding, and audible and visual passenger information
- Modern camera systems and CPTED design principles (lighting, sight lines, hardened edges, active ground-floor uses)
- Secured, weather-protected bicycle room plus space for bike share and ride-hail staging
- Adjacent TOD bringing affordable housing, commercial activity, and foot traffic — reinforcing safety and anchoring affordability within a federally designated Qualified Census Tract

The project aligns with Bloomington's vision as outlined in the 98th Street Station Area Plan and the Lyndale Avenue Suburban Retrofit Strategy, both shaped by extensive public engagement. The project will continue to work with surrounding communities, stakeholders, and riders, including trusted partners such as VEAP, to ensure a facility that meets community needs, adds neighborhood value, and strengthens the long-term equity and productivity of the local bus routes and METRO Orange Line.

Summary

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 corridor carries high volumes of transit riders, motorists, and people walking and biking, and plays an important role in connecting residents to jobs, education, and essential services across the Twin Cities.



Since the opening of the A Line in 2016, the corridor has seen substantial housing investment and economic development and connects to key destinations such as Allianz Field, the Minnesota State Fairgrounds, two colleges and universities, and the METRO Blue, Green, and B Lines – as well as the future H Line and Gold Line Extension. In order to keep up with this development, increasing demand, evolving community needs, and the latest technology and ABRT design standards, new investments in the A Line infrastructure are essential.

The project 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 connection to improve communications infrastructure, enhancing 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
- 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

The total estimated cost for the A Line Modernization Project is \$14.3 million, with a requested award amount of \$10 million. By completing these necessary upgrades to stations and amenities, infrastructure that support transit advantages, and communications systems, Metro Transit is ensuring that the A Line can continue to provide a premium transit service for the Twin Cities region.

CUSTOMER EXPERIENCE



Modernizing MVTA's Operational Technology



PROJECT OVERVIEW

MVTA is seeking funding to replace its aging Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) system, which supports vehicle tracking, dispatch operations, passenger information, and regional technology integration. By 2030, the existing system will be approximately 12 years old and nearing the end of its useful life.

WHAT THE PROJECT INCLUDES

- Real-time vehicle tracking and dispatching
- Mobile dispatching for supervisors
- Automated passenger counting upgrades
- Voice over IP communications
- Passenger information displays and announcements
- Cloud-hosted system infrastructure
- Integration with regional transit technologies

BENEFITS

- Improved service reliability
- Better on-time performance
- More accurate ridership data
- Enhanced passenger information
- Reduced long-term maintenance costs
- Stronger regional interoperability

WHY IT MATTERS

This project replaces critical operational technology that supports daily transit service. Modernizing MVTA's CAD/AVL system will improve efficiency, reliability, and the rider experience while ensuring compatibility with regional transit systems for years to come.

BUDGET OVERVIEW

Total Budget: \$6,497,500

Federal: \$5,198,000

Local Match: \$1,299,500

Project name: Union Depot Transit Improvements project summary

Applicant: Ramsey County

Serving Metro Transit bus routes 3, 54, 67, 94 and B Line. MVTA route 480.

Requested federal funds: \$ 2,533,048

Total Project Cost: \$ 3,166,310

Improve Metro Transit and MVTA operations at Union Depot (see Exhibits 1 and 2):

- Add a second dedicated bus stop for Metro Transit and MVTA buses where Gates A2 and A3 are currently located (see Exhibit 3). Reconstruct the platform to replace the sawtooth bus bays with a straight curb.
- Construct an enclosed waiting room on the transit platform beneath the stairway and just outside the elevator entrance, close to the relocated bus stop (see Exhibit 5). The climate-controlled waiting room would have seating, security cameras, and real time departure information.
- Install glass wall screening, additional seating, lighting, security cameras and real time arrival information along the platform facing the relocated bus stops and the length of the transit platform (see Exhibit 4).
- Integrate the screened area and passenger waiting area on the transit platform with Union Depot's security camera system and on-site security staff.
- Install bike racks at the relocated bus stops (see Exhibit 3). The bike pathway on Union Depot connects the Capital City Bikeway at Kellogg Boulevard and Sibley Street to the Transit Platform.
- Construct improvements to the bus operator's break room to include better seating, tables and storage cabinets, fresh food vending options and a water cooler with bottle filler.
- Install additional wayfinding signage inside Union Depot to guide transit passengers to the transit platform.

Recent photograph showing the existing conditions at Union Depot transit platform.

