
project, typically by a mix of Federal, State, and Metro Council funds.

- Metro Transit developed a corridor concept plan that identifies preliminary station locations and service plans for the F Line and modifications to existing routes in the corridor (attached). Highlights are as follows:
 - BRT would replace bus route 10 on University Avenue north of 53rd Avenue.
 - Bus route 10 would continue to run but be modified from 53rd Avenue from downtown Minneapolis, and run at a reduced frequency at every 30 minutes.
 - Bus route 59 would be eliminated and replaced by the BRT.
 - There are six stops proposed for the BRT line in Columbia Heights: on Central at 37th, 41st, 45th, 49th and 53rd Avenues and at University on 53rd.
 - The BRT stop at 41st Avenue would be on-street, not in the transit hub.
 - Metro Transit's next step will be to develop a corridor plan that sites stations more specifically, down to the intersection corner.
 - A Technical Advisory Committee will be convened made up of corridor cities, counties, and MnDOT toward the end of 2021.
 - Public engagement around the corridor plan would likely begin in the first half of 2022.
 - Following multiple public review periods, the final plan would be approved by the Metropolitan Council in 2023.
 - Following plan approval, construction plans will start in 2023, working closely with the local governments and MnDOT.
 - Plans would be finalized in late 2024 for a spring 2025 construction start, pending full funding.
 - The F Line would open for service in 2026, pending full funding.

The current concept plan for BRT Metro F Line will continue to be refined as Metro Transit moves through planning and closer to implementation, with local agency and public review as well.

ATTACHMENT(S): BRT Corridor Profile