On June 14, the opening of the Green Line will mark a monumental moment in the Twin Cities’s transit trajectory—but what’s next? How will specific transit plans and priorities shape the future of our cities? And how do we keep up the momentum for expanding transit options throughout the metro?

**The Next Big Transit Improvement, A-Line BRT, Will Open In 2015**

A-Line BRT will beat local bus travel time by 25%

**Orange Line: Highway BRT**

The 16-mile corridor along I-35W has been the most heavily-traveled express bus corridor since the 1970s, with about 14k daily rides.

Construction planned for 2017 & service in 2019 includes major new Lake Street Station with bike/ped connections.

**Funding**

The largest source of capital funds for local transit projects are the FTA’s New Starts & Small Starts programs. Most regions use a dedicated sales tax to support transit expansion & operation. Here, the Move MN campaign is advocating for a 3/4-cent metro-area sales tax increase to better fund our transit system.

**Cost To Build Midtown Corridor Rail & Enhanced Bus**

$235-270 Million

**Estimated Daily Riders**

On Nicollet-Central Streetcar +9k

Resources: Metro Transit; Saint Paul Streetcar Feasibility Study; Transit for Livable Communities.
The Vision

While few new transit lines are currently funded, the plans for an interconnected regional system are well underway.