H Line FAQS

Frequently Asked Questions

What is the METRO H Line?

The METRO H Line is a planned bus rapid transit line, that will provide faster and more reliable transit service. It will serve the Como/Maryland corridor. The H Line is planned to be the eighth arterial BRT line within the METRO network. The A Line, B Line, C Line, D Line, and E Line are already in service. The F Line and G Line are planned to begin service in coming years.

Why was the Como/Maryland Avenue corridor selected for bus rapid transit service?

In 2019, Metro Transit launched Network Next, a 20-year plan to expand and improve the bus network. In 2020, the project focused on identifying the next arterial BRT lines. Nineteen potential arterial BRT corridors were studied. Ridership, equity, and cost were factors considered. Based on feedback from public engagement, the Como/Maryland corridor was recommended for near-term implementation. In March 2021, the Metropolitan Council acted to name the corridor as the METRO H Line.

How much faster will H Line service be compared to existing local service?

The goal of the H Line is to make service about 20% faster than the current travel time. H Line buses stop less often, have faster boarding, and stop at fewer red lights. Similar travel time improvements have been achieved on the A Line, B Line, C Line, D Line, and E Line.

What will be the H Line hours of service and frequency?

Buses are planned to arrive up to every 10 minutes. The H Line will run seven days a week, with service offered during the day, evening, and most of the night. Exact schedules and service plans will be determined through project development.

What will H Line buses look like?

H Line buses are designed for a comfortable ride. Wider aisles make it easy to move around the bus. Buses have wide doors and low floors to make it easy to enter and exit. Customers using mobility devices are able to board using an accessible ramp.

How will fares be collected on the H Line?

Like on other METRO lines, customers will pay fares before boarding the bus. Customers may board through any bus door. Ticket machines and Go-To Card readers are located at each station. Off-board fare payment speeds up the boarding process and helps keep the bus moving. Fare payment will be encouraged through on board education and inspections by TRIP agents.

What features will H Line stations include?

Stations are designed for customers to wait for the bus comfortably. There is plenty of space to get on and off the bus safely. Stations are well lit and have security cameras and emergency telephones. Each station has screens with NexTrip real-time departures. Benches, trash and recycling bins, and bike parking are available for customer use.

What will happen to Route 3B when the H Line launches?

Need Help?

Route 3B is planned to be replaced by new local Route 66. The planned transfer point between H Line and Route 66 is at Como and Snelling (see graphic below). Route 66 will continue to serve the Energy Park Drive and Front Avenue corridor. See the Recommended Corridor Plan to learn more about this and other planned service changes.

What will happen to Route 80?

Route 80 is planned to be discontinued when the H Line and Bronze Line begin service. A combination of the H Line and Bronze Line will replace Route 80 on the White Bear Avenue corridor.

How is the project funded?

The estimated cost of the project is $120-$150 million. Cost estimates will be further refined as the project is developed. The H Line project is not yet fully funded. The project will be seeking a mix of federal, state, and Metropolitan Council funds.

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