



Application

19833 - 2024 Transit Modernization
20075 - Blue Line Franklin Ave Station Renovation
Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 12/12/2023 3:56 PM

Primary Contact

Feel free to edit your profile anytime your information changes. Create your own personal alerts using [My Alerts](#).

Name:
She/her/her Elizabeth Lucil Engels Morice
Pronouns First Name Middle Name Last Name

Title: Senior Project Coordinator
Department: Engineering and Facilities
Email: Elizabeth.morice@metrotransit.org
Address: 560 N 6th Ave

*** Phone:** Minneapolis Minnesota 55411
City State/Province Postal Code/Zip

612-474-4353
Phone Ext.

Fax:
What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: Metro Transit
Jurisdictional Agency (if different):
Organization Type: Metropolitan Council
Organization Website:
Address: 560 Sixth Avenue North

*** County:** Hennepin
Phone: 651-602-1000
City State/Province Postal Code/Zip Ext.

Fax:
PeopleSoft Vendor Number METROTRANSIT

Project Information

Project Name Blue Line Franklin Ave Station Renovation
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) The METRO Blue Line's Franklin Avenue Station is located at 1805 E Franklin Ave, Minneapolis, MN 55404. The renovation scope includes the station components on the aerial platform (a transit and bike trail LRT bridge), as well as the two sets of exterior stairs and two vertical circulation buildings: one on each side of Franklin Ave. Each building currently has an elevator and elevator room. The building on the south side has a maintenance closet. The north side of Franklin Ave has a ramp. The renovation would seek to improve accessibility, customer experience (including safety, security, waiting area amenities and wayfinding), and maintainability of the station. It would improve facilities for maintenance and security staff to support the station safety and customer needs.

Street improvements are excluded from the scope of this station renovation.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance. The METRO Blue Line's Franklin Station is located at 1805 E Franklin Ave, Minneapolis, MN 55404. The renovation scope includes the LRT station on the aerial platform and the two vertical circulation buildings.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.1
to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$7,000,000.00

Match Amount \$5,750,000.00

Minimum of 20% of project total

Project Total \$12,750,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 45.1%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Metropolitan Council Regional Transit Capital

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

Preferred Program Year

Select one: 2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2026, 2027

Select all years that are feasible if funding in an earlier year becomes available.

For All Projects

Identify the Transit Market Areas that the project serves: 1

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency Metro Transit

Zip Code where Majority of Work is Being Performed 55404

(Approximate) Begin Construction Date 06/01/2027

(Approximate) End Construction Date 06/30/2028

Name of Park and Ride or Transit Station: METRO Blue Line Franklin Avenue Station

e.g., MAPLE GROVE TRANSIT STATION

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

1805 E Franklin Ave, Minneapolis, MN 55404

Primary Types of Work

Building renovation, LRT shelter replacement

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement.

Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages:

The TPP states that regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system (page 2.2), and has an established a goal of Transportation System Stewardship (page 6.1). One objective is to efficiently preserve and maintain the regional transportation system in a state of good repair (page 2.2). The goals of the Franklin Ave Station renovation are consistent with system stewardship, which is needed due to the high station usage over the last 20 years in service:

- 1) Provide more reliable and consistent ADA access between the LRT platform and the street;
- 2) Improve the customer experience at this aging station, including cleanliness, comfort, visibility, wayfinding, lighting, safety, and camera technology and placement; and
- 3) Reduce daily maintenance resources needed to keep the station in good operating condition by supporting staff with enhanced on-site equipment and spaces, sizing platform access points for maintenance equipment, and helping to extend the life of station investments.

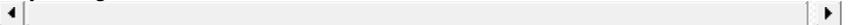
The TPP highlights strategies to maintain assets like stations:

-To maximize investments, the TPP supports making the system more efficient and effective and providing the best user experience the region can afford (pages 2.2, 6.26). The station renovation will serve existing riders and attract new riders through improved customer experience.

- Identify opportunities to improve the transit system and its integrations with other systems (page 2.3). This project is in coordination with the City of Minneapolis, Hennepin County and MnDOT to improve multi-modal access and street design, with an opportunity to incorporate bike facilities that are a planned (City of Minneapolis) and recently constructed (Hennepin County on Franklin Ave) nearby.

- It is important that transit facilities are designed to integrate with existing local transportation systems and local land use plans that support high-density development (page 2.12). Franklin Ave Station was originally designed in the context of largely institutional and commercial land use, and since opening has seen a steady increase of housing complexes in the area. The renovation will respond to this new context by creating a more welcoming and functional connection to the street frontage and surrounding properties.

- The focus of transit modernization is to improve the suitability of the transit system for current community and rider needs (page 6.26). This project will address examples listed in the TPP, including improved safety and comfort at existing facilities, enhanced customer information improvements, and added wayfinding.



Limit 2,800 characters; approximately 400 words

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

This project is in Metro Transit's current Capital Improvement Program.

Limit 2,800 characters; approximately 400 words

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way 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, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties 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.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

Transit Expansion: \$500,000 to \$7,000,000

Transit Modernization: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$100,000 to \$500,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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. Yes

Date plan completed: 04/30/2023

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

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation:

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link.

Upload as PDF

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

Check the box to indicate that the project meets this requirement. Yes

11. 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, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

Check the box to indicate that the project meets this requirement. Yes

12. 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 construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13. The 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. The project must also not be staged construction where the project will be replaced as part of future stages. 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 this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

Check the box to indicate that the project meets this requirement.

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

Check the box to indicate that the project meets this requirement.

Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement.

Yes

4. The applicant must affirm that they are 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 must certify that they have 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 must certify that they have 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 this requirement.

Yes

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

Check the box to indicate that the project meets this requirement.

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$10,837,500.00
Support Facilities	\$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$1,912,500.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$12,750,000.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

PROTECT Funds Eligibility

One of the new 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. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

Totals

Total Cost	\$12,750,000.00
Construction Cost Total	\$12,750,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 28752

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 3350

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map

1701371945168_PopEmpTMFranklinAveBLStationRenovation.pdf

Please upload attachment in PDF form

Measure B: Transit Ridership

Existing transit routes directly connected to the project 2, 9, 22, 67, 901-METRO Blue Line

Select all routes that apply.

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)

N/A

Select all transitways that apply.

Upload Map

1701372181429_TransConTMFranklinAveBLStationRenovation.pdf

Please upload attachment in PDF form

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

Existing Transit Routes on the Project 2, 9, 22, 67, 901-METRO Blue Line

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

According to the American Community Survey (2017-2022) 77% of the people living within the half-mile station area identify as Black, Indigenous, or People of Color. 64% are low-income, and 78% are renters. 40% (approximately 1800 households) are no-car and 27% are low-English proficiency households; this is significantly higher than the region (7% and 6% respectively). This area has a higher proportion of youth than the region, with around 31% of the population under the age of 18. There is a slightly lower percentage of older adults (11%) than the region and a slightly higher percentage of people with disabilities in the neighborhoods near the station (about 17% of the population).

The initial project scope was developed with two years of customer feedback, maintenance data, public- and police-initiated calls, staff station visits, doorknocking related to supplemental security staffing, and a public meeting where participants acknowledged the long history of engagement and provided input on the project's engagement approach. As this project continues, Metro Transit will engage two key constituencies as part of our public process: people who use the space (including customers and staff) and adjacent property owners and tenants. We will reach these groups through multiple modes of communication and in multiple languages. Outreach methods will include but are not limited to the following:

-Providing multiple opportunities to engage (intercept pop-ups at the station location, interactive activities at community events in the area).

-In-person surveys on the platform as well as on trains to target Blue Line riders that utilize the station.

-Leveraging direct connections with community groups (faith-, language-, and service-based, and specific agencies focused on serving BIPOC populations), apartment communities, municipal partners and elected officials, culturally specific media, education facilities, and groups that have ties to the station.

-Direct outreach to riders via our rider alert system.

-Door-knocking, flyering, and direct mail.

-In-space media and social media advertisement

The project timeline allows for communities to be engaged early and have opportunities to provide input throughout the project design. Communities will be engaged most heavily at the beginning of the project when input is most able to be used, and communication will be ongoing as the project's design options narrow.

NEPA work will be conducted in 2024 but because a Categorical Exclusion (23 CFR 771.118(c)) determination is expected and does not specify outreach tasks, NEPA work is not applicable in directing public engagement timelines or activities.

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

This project will benefit Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, children, people with disabilities, youth, and older adults through renovations to the platform and station area. All customers will benefit from platform and station area updates that improve experience and personal safety such as updates to ADA access, modern shelters and lighting, wayfinding, and updated facilities. With station updates in this project that provide more effective facilities for security and cleaning staff, customers can expect a safer, cleaner platform, improving personal safety and well-being.

Transit riders are much more likely to be BIPOC than the general population and represent a growing share of the riders on the Blue Line and connecting buses (routes 2, 9 and 67). In 2016, 42% of trips associated with this station were by BIPOC riders; in 2022, it was 54%. Forty percent of riders have household incomes of less than \$40,000, and the majority of households make less than the area median income. The University of Minnesota, Augsburg University and job training facilities such as Takoda (AIIC) are in the station area and 16% of riders were students in 2022. These routes have an increasing share of riders with disabilities (from 8 to 11%). The project will provide more reliable and consistent access for these populations through vertical circulation improvements which will improve the experience of people of all ages, especially for people with limited mobility and people using bikes and e-scooters to access the station.

East Franklin Ave, within the station area, is a City of Minneapolis-designated cultural district and has destinations such as American Indian Center, Little Earth, and the Indian Health Board. The station area includes 7 childcare centers, 4 supermarkets (including Aldi and United Noodles), two food shelves, and the Franklin Library, providing important access to community resources. Two thirds of people living in the station area are low-income (8,000 people) and over 78% are renters. Improved vertical access to the station from Franklin Avenue will also support connectivity to the adjacent Hiawatha LRT Trail for the neighborhood. This project aims to make this connection more reliable in winter months by making maintenance and snow removal more efficient.

Potential negative impacts from construction will be mitigated through thoughtful phasing requirements. Rider data used in this section is from the 2016 and 2022 Travel Behavior Inventory on-board surveys.

(Limit 2,800 characters; approximately 400 words):

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

Within a half mile of the station, there are 6,658 publicly subsidized rental housing units.

This includes over 900 units that are deeply affordable (for people making less than 30% of Area Median Income (AMI)). Affordable housing continues to be developed and constructed in the area. The multi-phase Seward Commons project includes over 200 units of housing along with commercial components. Phases I, II, recently completed, included the development of 40 units of affordable supportive housing and 60 units of affordable senior housing. Phase III of the Seward Commons project consists of 160 units in two five-story buildings that will be completed in two sub-phases. The Bessemer at Seward Commons (Phase IIIA) includes 128 market rate units, of which 13 units will be restricted to 60 percent (AMI). Wadaag Commons (Phase IIIB) includes 32 units targeted to families with income limits at 60 percent AMI or below and is still under development. Other projects under development or construction include MPHA family housing projects at two locations that add 10 units affordable to people below 30% AMI and 901 Cedar Ave (and adjacent properties) which is in the planning phase and will add a large number of affordable units across the street from the Franklin Ave Station.

Because of the direct adjacency of the station to affordable housing, improvements in station customer experience, enhanced LED lighting, and safety are benefits to all residents, in addition to increasing attractiveness of transit use. The Blue Line seamlessly connects three large employment areas to Franklin Ave: downtown Minneapolis, MSP International Airport, Mall of America. Since residents of affordable housing are more likely to not own a vehicle, having an accessible, comfortable, and well-maintained transitway station at their doorstep is important to reducing overall living costs (housing + transportation) and increasing quality of life. By definition, this is mobility equity. According to a jobs accessibility analysis from the Met Council, residents of the station area have access to around 150,000 jobs throughout the day by using this station. This analysis identifies jobs that can be reached through a 45-minute commute (with jobs that take longer to reach, receiving less influence over the number).

Attached maps 1.) provide a picture of the number of units and locations of affordable housing in the station area (in addition to new developments and other community resources) 2.) show the extent of the region reached within 45 minutes on transit.

(Limit 2,800 characters; approximately 400 words):

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty: Yes

Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the ?Socio-Economic Conditions? map used for this measure. 1701373821693_SoEcTmFranklinAveBLStationRenovation.pdf

Measure A: Description of emissions reduced

Response:

This project's greenhouse gas emission reduction opportunities fall into four categories:

1) Reducing the region's greenhouse gas emissions by increasing ridership.

By moving more people on fewer vehicles, public transportation helps to reduce greenhouse gas (GHG) emissions that contribute to climate change (source: Federal Transit Administration, Public Transportation's Role in Responding to Climate Change, 2010). The Franklin Ave Station has consistently high ridership and all day, every day, station activity and has rebounded faster post-pandemic than other stations on the line. In 2022 nearly 375,000 riders boarded at the Franklin Ave station, and 2023 shows an 8% increase, with around 1000 boardings each day. Improvements to customer safety and experience proposed in this project will encourage further transit ridership, reducing reliance on personal vehicles.

2) Connecting to active and multimodal transportation options.

The station renovations improve access and travel time through quicker and easier multi-modal movements. The project will improve the safety and reliability of vertical circulation between the busy Franklin Avenue and Blue Line station platform and Hiawatha LRT trail above, creating a more reliable connection for all. The station area has one of the highest e-scooter and e-bike rates in the region (24,000 trips documented in 2023) and is one of the few stations next to a regional bike trail. Furthermore, this project has the potential to improve kiss-and-ride wayfinding, improving first/last mile connections and encouraging transit use.

3) Energy-related improvements reduce the station's total energy use, reducing greenhouse gas emissions.

The station renovation project affords opportunity to improve lighting distribution and lighting type. Updated lighting will increase the sense of safety and security by providing more lumens per watt. The project will reduce the station's annual consumption, cost, and GHG emissions from lighting by over 50% by updating current light fixtures to LEDs. On top of savings from the wattage output, LED bulbs will need to be replaced less frequently than the current Halogen bulbs, savings cost and time on maintenance.

4) Reducing Metro Transit's materials-related greenhouse gas emissions by designing a station that uses fewer parts over its lifetime.

At the design phase, we are looking to identify more resilient materials to reduce total material replacement, and to prolong life of existing materials at a station with high use and high repair needs. The project will look to incorporate sustainable materials in construction and require reuse and recycling of materials that are being removed from the station.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form

1701375900263_Franklin Ave Lighting.pdf

Measure C: Improvements and Amenities

Response

This project will improve customer waiting facilities and boarding areas by renovating the platform design to make it safer, more comfortable, and easier to maintain. This project will improve travel time and reliability for riders by addressing issues with vertical circulation on both ends of the platform. These improvements will increase transit advantages to other modes of transportation and improve customer experience.

Frequent elevator outages connecting to the LRT platform impact accessibility, resulting in unreliable experiences for passengers. When elevators on the south side of the platform are out, customers transferring from eastbound bus routes must travel to Cedar Avenue to cross Franklin Ave and travel back down to the platform ramp or elevator. This is an additional 1/5 of a mile for passengers. By improving ADA access at the station, this project will decrease travel time and improve travel time reliability for riders.

Safety concerns related to behavior on transit platforms, such as drug use, harassment, assault, littering, and other code of conduct violations, which are often connected to systemic health and housing issues (such as mental health crises, substance use disorder, and lack of shelter) are the source of customer complaints and hundreds of police calls each month at the Franklin Ave Station. These non-transit activities put stress on the station infrastructure and are a source of expensive property damage, additional refuse, and public health concerns. Metro Transit has increased staff time at the station, including outreach through the Homeless Action Team (HAT) and the Transit Service Intervention Project (TSIP). In the last six months, HAT made contact with 338 riders on the Blue Line, referring over 100 riders to services (50% of which were for shelter or housing). However, with the existing station design, maintenance staff have a daily struggle to keep the station clean and functional for customers. As of November, the station required over 383 cleanings in 2023, averaging multiple general cleanings per day, many of which included biohazard cleanup. Staff replaced the glass on shelters and other facilities at the Franklin Ave Station 5 times in 2020, 3 times in 2021 and another 5 times in 2022 before a new style of paneling could be designed as an intermediate solution. Overall, the hours to maintain and clean the station were 20 times higher in 2023 than in 2018. To compound the issue, maintenance workers face inadequate operational components, like a lack of heated water and waterlines that do not reach far enough to power wash the entire platform. This project seeks to improve the maintainability of the station by updating shelter designs to create more open spaces that make customers feel safer and lower the instances of breakage and vandalism. This project will leverage insight from multiple departments and program staff (including HAT and TSIP) and apply Crime Prevention Through Environmental Design (CPTED) principles, improving safety and maintenance by design.

This project will better outfit the platform for the winter months to improve customer experience and safety. The station has some of the coldest conditions of any station in the system due to the position of the platform above Franklin Avenue, with limited protection of buildings or other wind barriers. The project will include new platform heaters and a small building for security and maintenance workers near the station so they can maximize their time supporting customers. When public engagement was conducted with residents and property owners near the Franklin Ave Station, an overwhelming majority supported supplemental security staffing. In coordination with efforts system-wide, Metro Transit began 24-7 security staffing at Franklin Station in June 2023. Violations and police calls steadily declined at Franklin Station since staffing began. However, security staff spend hours outside monitoring the platform despite freezing temperatures in the colder months and facilities will make this work sustainable and continue to improve customer experience. Snow removal is a burden in the winter due to the number of surfaces and design of the ramp and stairs to Franklin Avenue below. The uncovered stairs on both sides of the platform must be shoveled by hand, consuming multiple hours and causing past workplace accidents for maintenance employees. The new platform design will improve snow removal by updating platform amenities and egress design, creating a more reliable experience for customers.

Other improvements that could ameliorate the appearance, maintainability, ease of use, and security of the station include:

- Use standard glass sizes and shelter components.

- Choose durable finishes and paint to stand up to daily wear, including anti-graffiti coatings.

- Improve lighting to increase feelings of safety and customer experience, especially in winter months.
- Increase visibility across the lower level, between the buildings and bus stops.
- Install modern camera systems throughout.
- Wayfinding signage indicating connections between modes, increasing ease of transfers and reducing travel time.
- New placement of real-time signs (signs being installed in 2024).

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

This station is an integral stop in the transit system and requires safe and comfortable connections for transit, biking, walking, or rolling on Franklin Avenue and to the Hiawatha Trail. The most significant improvements for pedestrians at this station will be replacing vertical circulation elements, which today include frequent elevator outages. An updated lighting system will be installed, improving safety, comfort, and visibility. Due to the activity on the Hiawatha LRT Bike Trail, improved crossing of the trail to the platform will improve pedestrian experience and safety for all users. In 2018 annual counts were showing the trail was averaging around 1,500 bikes and 150 pedestrians daily in this area. Crosswalk delineation and signage will be updated near the platform for customers and staff.

Wayfinding will be incorporated through the renovation to provide safer, more intuitive connections between LRT, bus routes at the street level, bikes, e-scooters, and drop-offs from cars near the station. Since the station opened, customers have increased their use of a variety of micro-mobile modes including bikes, e-bikes and e-scooters, supported by the popularity of the Hiawatha LRT Bike Trail, new technology and new bike lanes painted on Franklin Avenue in 2018. Minneapolis data shows this area is one of the most active areas in the region for e-scooters and e-bikes, with over 24,000 trips starting and stopping in the station area in 2023, a 10-fold increase in trips in this area over the past 5 years. Improvements for multi-modal connections including possible charging stations near the platform, defined parking areas, and secured bike storage are part of the scope of this project and would create new amenities for this neighborhood.

These elements would build on planned investments in the area. The intersection of Cedar and Franklin Avenues was identified as an Urban District Priority Hub by the Met Council and included in City of Minneapolis hub pilot program in 2022. The City of Minneapolis has identified a connection to the Franklin Station as part of their plan for the All Ages and Abilities (AAA) Network, better connecting the station to Cedar Avenue. Metro Transit has programmed improvements to the Hiawatha LRT Bike Trail which includes repairing and replacing concrete and asphalt on the trail. The renovation of Franklin Ave Station will add value to these multi-modal investments and will be developed in coordination with these plans.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

At least one meeting specific to this project with the general public has been used to help identify the project need. Yes

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

This project meets the 50% public involvement threshold by holding at least one meeting specific to this project with the general public that has been used to help identify the project need. This project had a virtual meeting in 2023. Outreach for this included contacting multiple organizations and individuals through email. This meeting helped inform the project engagement framework.

This project was initiated due to an analysis of already available data sourced from customer call-ins, Metro Transit police dispatch information, maintenance tickets, and internal employee survey and interviews. This information showed consistent problems with safety, cleanliness, design issues, and personal behavior challenges with people using the station. Engagement has been conducted regarding a number of improvements focused on this station and related to the need for renovation including door knocking of all properties within the station area related to the supplemental security plan and meetings regarding public art for the station.

The project engagement intends to build from the rich history of community involvement in this area and reach the public through multiple modes of communication and in multiple languages. Outreach methods will include but are not limited to the following:

- Providing multiple opportunities to engage (intercept pop-ups at the station location, interactive activities at community events in the area such as Open Streets).

- In-person surveys on the platform as well as on trains to target Blue Line riders that utilize the station

- Leveraging direct connections with community groups (faith based, language based, service based, and specific agencies focused on serving BIPOC populations), apartment communities, municipal partners and elected officials, culturally specific media, education facilities, and groups that have ties to the station

- Direct outreach to riders via our rider alert system

- Door-knocking, flyering, and direct mail

- In-space media and social media advertisement

The project timeline allows for communities to be engaged early and have opportunities to provide input throughout the project design.

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project?s termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us. Yes

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form

Additional Attachments

1701377224754_RE_Regional Solicitation Question- Blue Line Station.pdf

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated. Yes

100%

Historic/archeological property impacted; determination of ?no adverse effect? anticipated

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$0.00
Total Annual Capital Cost of Project	\$637,500.00
Total Annual Project Cost	\$637,500.00

Assumption Used:

For total operating cost, the actual 2023 cost of \$ 174,973.53 per light rail station was used. This includes utilities, cleaning, snow removal, etc. It was then inflated to the project completion year of 2028 using 3.15% annual inflation, for a total estimated annual operating cost of \$ 217,398.72. Operating costs are not being requested as part of this application.

For total annual capital cost, the \$12,750,000 project costs would be applied towards transit shelter components and tower renovations, for 20 years. The useful life was selected based on the actual lifespan of current station, which will mark 20 years in service in 2024. Due to the high ridership and heavy daily use at this location there is a higher level of wear and tear on this facility. In 2019, this station had over half a million Blue Line boardings.

A 70-year useful life for "Transit Center/Station/Platform" stated in the table above was not used because the original station components with more longevity, including the transit platform itself and the bridge structure, are not part of this renovation.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness	\$0.00
--------------------	--------

Other Attachments



A photograph showing the existing conditions within the project area. Photo taken in October 2023 of the Franklin Ave Station platform (looking north).
4.2 MB

File Name	Description	File Size
Equity and Affordable Housing Measure C- Affordable Housing Access-Supportive Maps.pdf	Equity and Affordable Housing Measure C- Affordable Housing Access-Supportive Maps. Maps showing 1.) affordable housing in relation to area destinations 2.) Where you can travel within 45 minutes of the station.	5.0 MB
Franklin Ave Station Project Map.pdf	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 upon completion of the project.	544 KB
Franklin Ave Station Project Summary20231212.pdf	One-Page Project Summary	220 KB
PopEmpTMFranklinAveBLStationRenovation.pdf	All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Population/Employment Summary Map.	5.3 MB
RegEcTMFranklinAveBLStationRenovation.pdf	All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Regional Economy Map.	2.5 MB
SoEcTMFranklinAveBLStationRenovation.pdf	All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Socio-Economic Conditions Map.	2.5 MB
TransConTMFranklinAveBLStationRenovation.pdf	All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Transit Connections Map.	2.5 MB

Population/Employment Summary

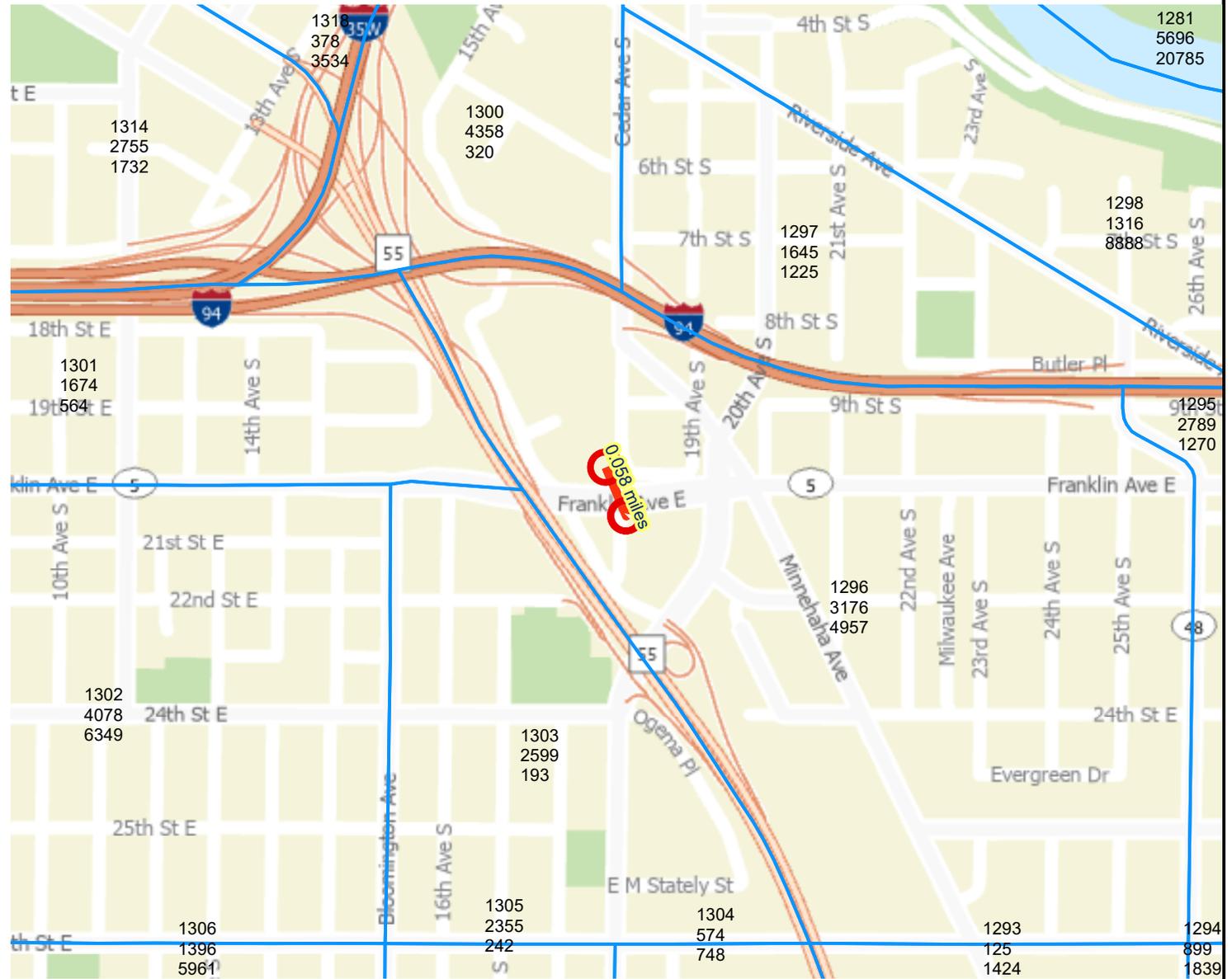
Transit Modernization Project: Franklin Ave Blue Line Station Renovation | Map ID: 1697231921708

Results

Within QTR Mile of project:
 Total Population: 17530
 Total Employment: 13608
 Postsecondary Students: 4

Within HALF Mile of project:
 Total Population: 24908
 Total Employment: 28752
 Postsecondary Students: 3350

Within ONE Mile of project:
 Total Population: 67304
 Total Employment: 115705



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 10/13/2023
 LandscapeRSA4



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Transit Connections

Transit Modernization Project: Franklin Ave Blue Line Station Renovation | Map ID: 1697231921708

Results

Transit with a Direct Connection to project:
2 22 67 9 901

*West Broadway/Cedar

*indicates Planned Alignments

Transit Market areas: 1

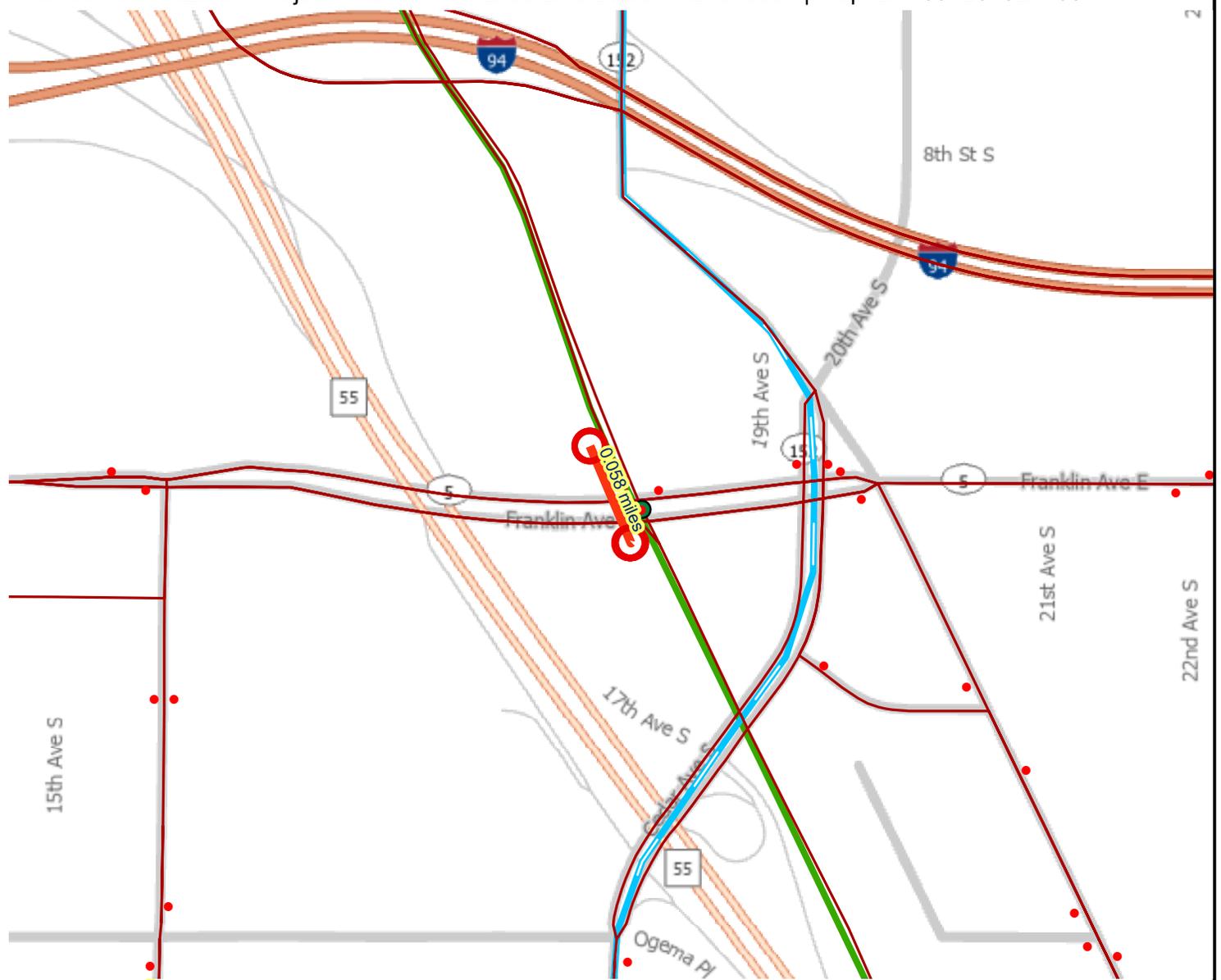
- | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project Area | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Active Stop | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Arterial Bus Rapid Transit | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |



Created: 10/13/2023
LandscapeRSA3



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

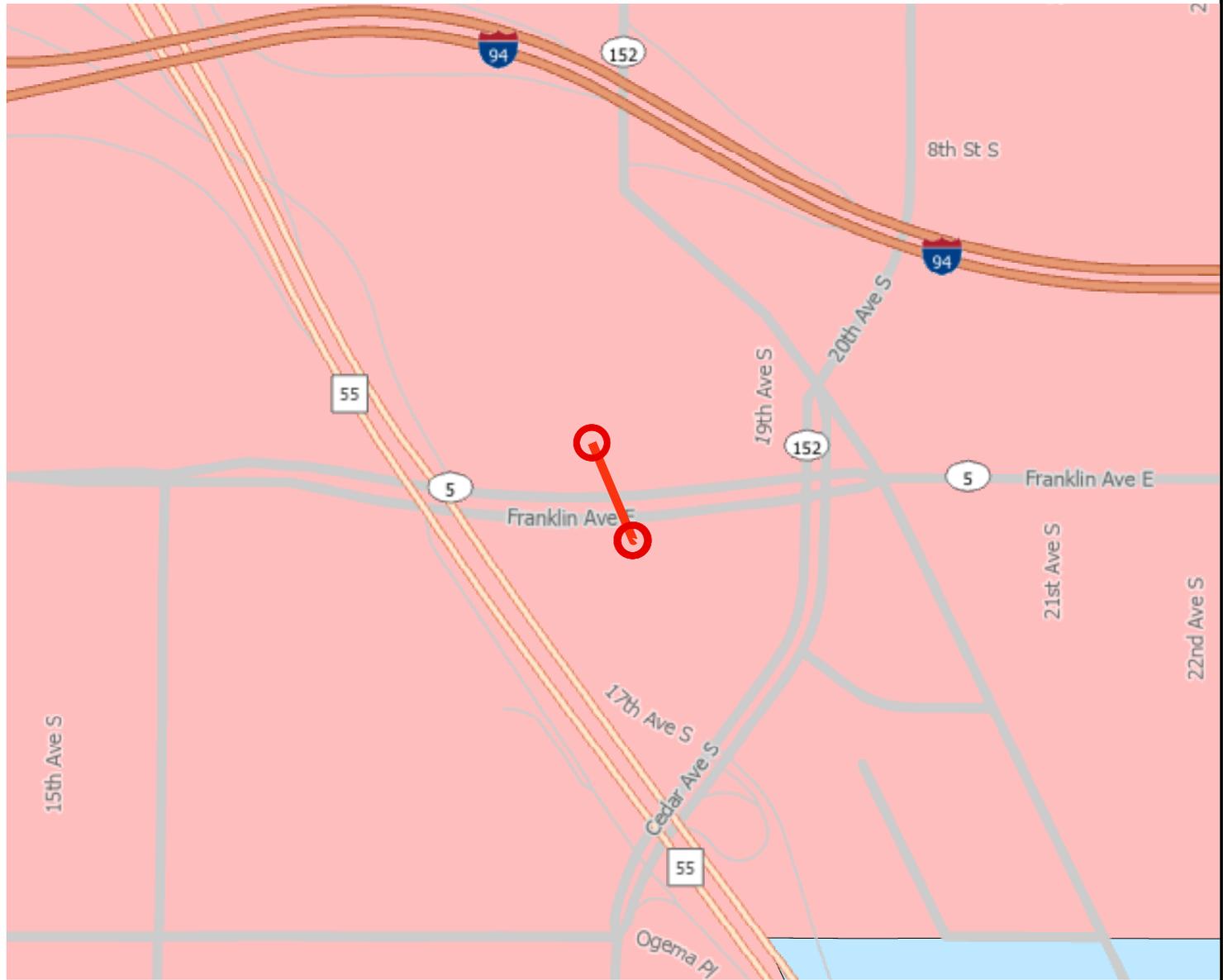


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 6658

Project located IN an Area of Concentrated Poverty.



-  Points
-  Lines
-  Area of Concentrated Poverty
-  Regional Environmental Justice Area



Franklin Ave Station

Description	LED Retrofit				Current Configuration			
	LED Pole - Double Head	LED Pole - Single Head	LED Surface Mounted Fixture B-B1	LED Decrotive Light Retro-fit	Pole - Double Head	Pole - Single Head	Surface Mounted Fixture B-B1	Decrotive Light Retro-fit
Lamps per fixture	2	1	1	1	1	1	1	1
Fixtures	10	9	16	16	10	9	16	16
W/Fixture	49	49	50	27	140	140	140	77
Total W	980	441	800	432	1,400	1,260	2,240	1,232
Hours/day	13	13	13	13	13	13	13	13
Days/year	365	365	365	365	365	365	365	365
Number of years	1	1	1	1	1	1	1	1
Total Hours	4,745	4,745	4,745	4,745	4,745	4,745	4,745	4,745
Annual kWh	4,650	2,093	3,796	2,050	6,643	5,979	10,629	5,846

Annual Usage kWh	
Current	29,096.34
LED	12,588.49

Reduction 57%

From: [Brown, Colleen \(DOT\)](#)
To: [Morice, Elizabeth](#)
Subject: RE: Regional Solicitation Question- Blue Line Station
Date: Thursday, November 2, 2023 7:42:47 AM

This project will not require a layout, so please use "A layout does not apply".

Colleen Brown

MnDOT Metro State Aid
Federal Aid Program Coordinator
colleen.brown@state.mn.us
651-234-7779

From: Morice, Elizabeth <Elizabeth.Morice@metrotransit.org>
Sent: Wednesday, November 1, 2023 4:56 PM
To: Brown, Colleen (DOT) <colleen.brown@state.mn.us>
Subject: RE: Regional Solicitation Question- Blue Line Station

You don't often get email from elizabeth.morice@metrotransit.org. [Learn why this is important](#)

Hi Colleen! Thanks for your speedy reply and sorry this got lost in the ether. Looks like my attachment was just too big! I compressed the file. FYI for your reference, the email correspondence from you from this last regional solicitation application is on pg 36. This attachment was just supposed to represent a similar scenario as the Franklin Avenue Renovation is very similar to the Lake Street Renovation. I am still working on the Franklin Avenue application. Thanks!

Elizabeth Morice, AICP

Pronouns: she/her
Senior Project Coordinator | Engineering and Facilities
Metro Transit
P. 612-474-4353 | C. 323-445-4576

From: Brown, Colleen (DOT) <colleen.brown@state.mn.us>
Sent: Wednesday, November 1, 2023 3:19 PM
To: Morice, Elizabeth <Elizabeth.Morice@metrotransit.org>
Subject: RE: Regional Solicitation Question- Blue Line Station

Hello Elizabeth-

Could you please send me the attachment you refer to in the bottom of your email?

For some reason, I never received your original email; I have searched my inbox, deleted items, and junk email and cannot find it.

I apologize for the delay in responding.

Colleen Brown

MnDOT Metro State Aid
Federal Aid Program Coordinator
colleen.brown@state.mn.us
651-234-7779

From: Morice, Elizabeth <Elizabeth.Morice@metrotransit.org>
Sent: Wednesday, November 1, 2023 3:12 PM
To: Brown, Colleen (DOT) <colleen.brown@state.mn.us>
Subject: RE: Regional Solicitation Question- Blue Line Station

You don't often get email from elizabeth.morice@metrotransit.org. [Learn why this is important](#)

This message may be from an external email source.

Do not select links or open attachments unless verified. Report all suspicious emails to Minnesota IT Services Security Operations Center.

Hi Colleen, I just wanted to move this to the top of your inbox to see if you had an answer or needed more information from us. Thank you!

Elizabeth Morice, AICP

Pronouns: she/her

Senior Project Coordinator | Engineering and Facilities

Metro Transit

P. 612-474-4353 | C. 323-445-4576

From: Morice, Elizabeth
Sent: Wednesday, October 25, 2023 3:31 PM
To: Brown, Colleen <Colleen.Brown@state.mn.us>
Subject: Regional Solicitation Question- Blue Line Station

Hi Colleen,

I am writing an application for regional solicitation funding for transit modernization for renovations of the Blue Line Franklin Avenue Station. This project will include design upgrades that improve safety and accessibility for riders and convenience for cleaning and maintenance staff. These improvements will take place on the station platform and the access points. We are planning for initial design to take place in 2025. As you know, there is a section of the application that refers to layout approval by MnDOT (see

below). Do you think the second bullet applies here (A layout does not apply...)?

1. **Layout (25 Percent of Points)**

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points.

*If applicable

- 100% Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**
- 100% A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid – colleen.brown@state.mn.us.
- 75% For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**
- 50% Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**
- 25% Layout has been started but is not complete. **A PDF of the layout must be attached to receive points.**
- 0% Layout has not been started

For reference, I am attaching an email thread regarding the lake street station renovation regional solicitation application which is very similar to this one. Thanks for your help on this!

Liz



Elizabeth Morice, AICP

Pronouns: she/her

Senior Project Coordinator | Engineering and Facilities

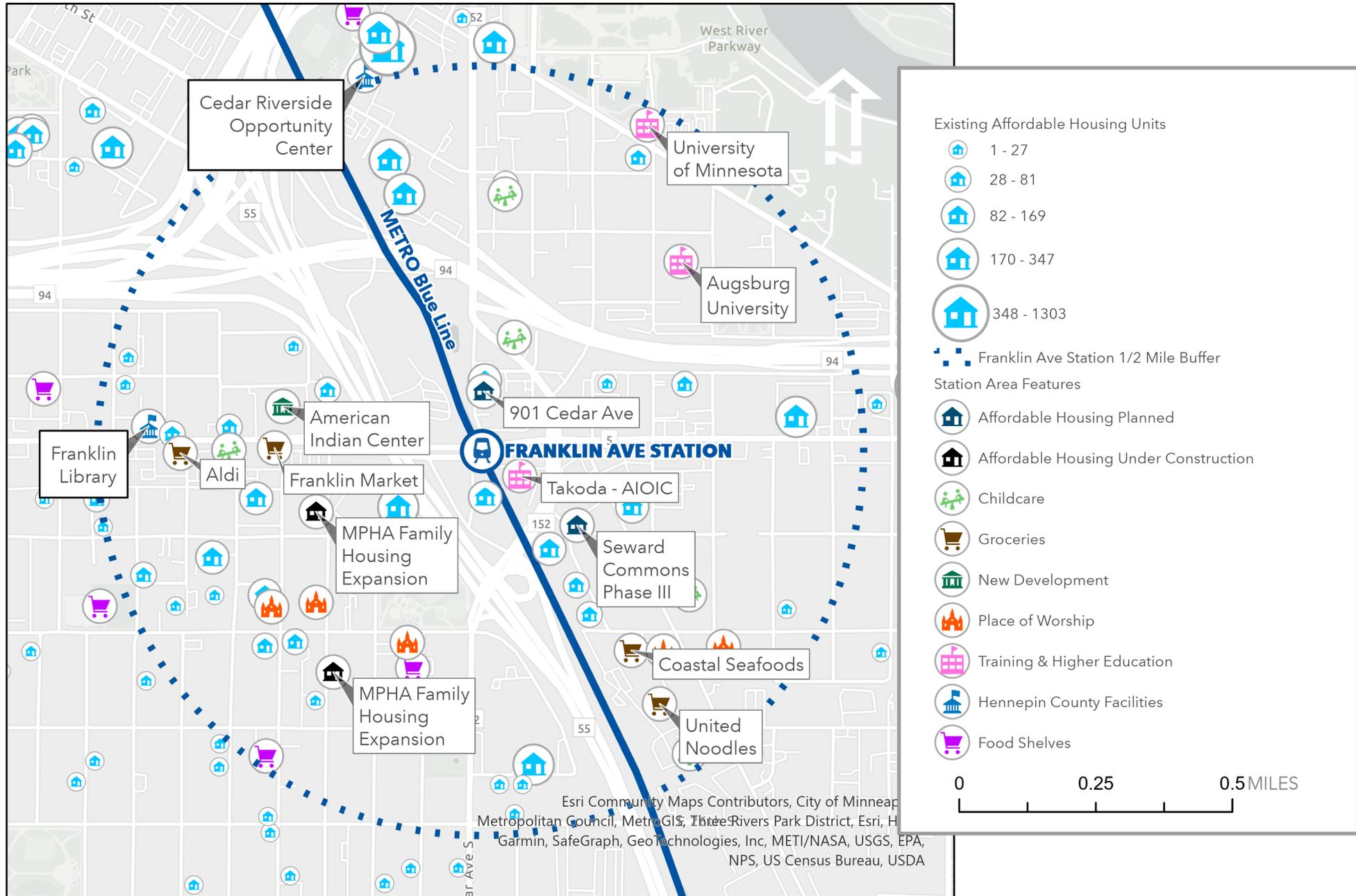
Metro Transit, a service of the Metropolitan Council

560 6th Ave N, Minneapolis, MN 55411-4398

P. 612-474-4353 | C. 323-445-4576

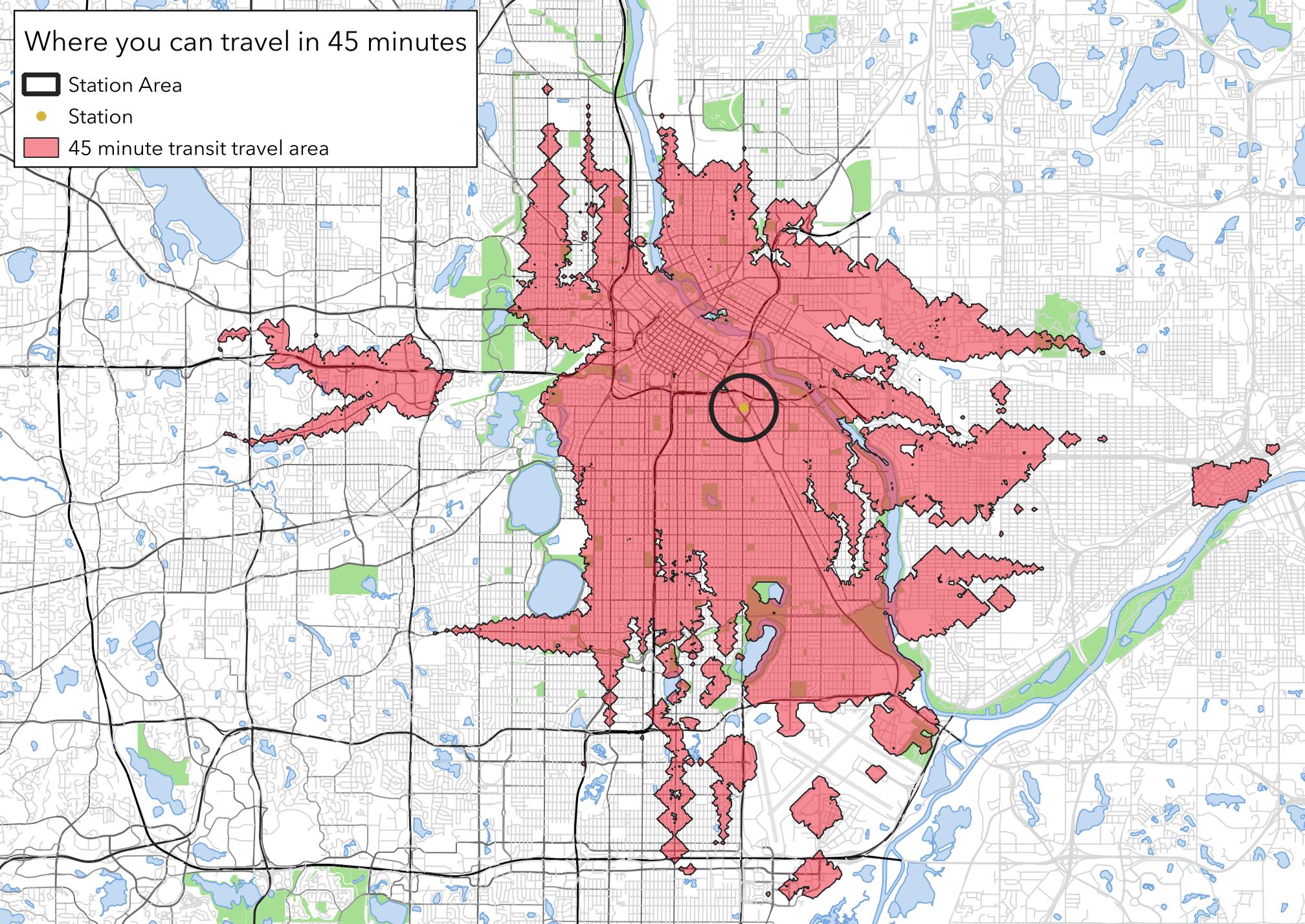
metrotransit.org | [facebook](#) | [twitter](#)

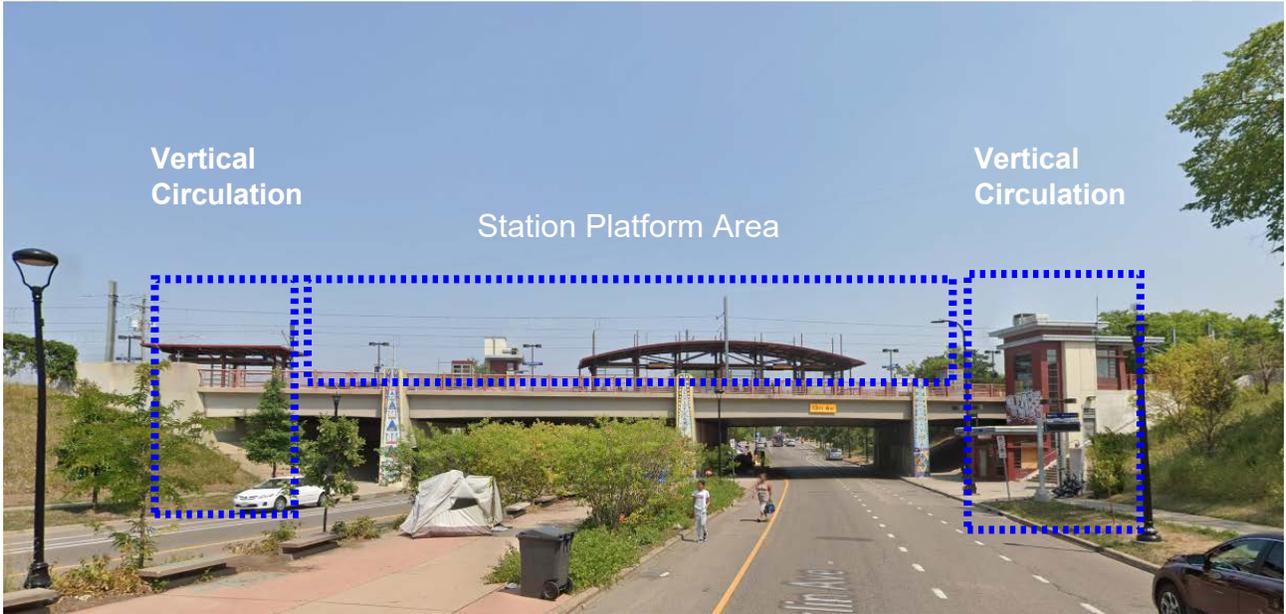
Affordable Housing, Destinations and Community Resources within a half mile of the METRO Blue Line Franklin Avenue Station



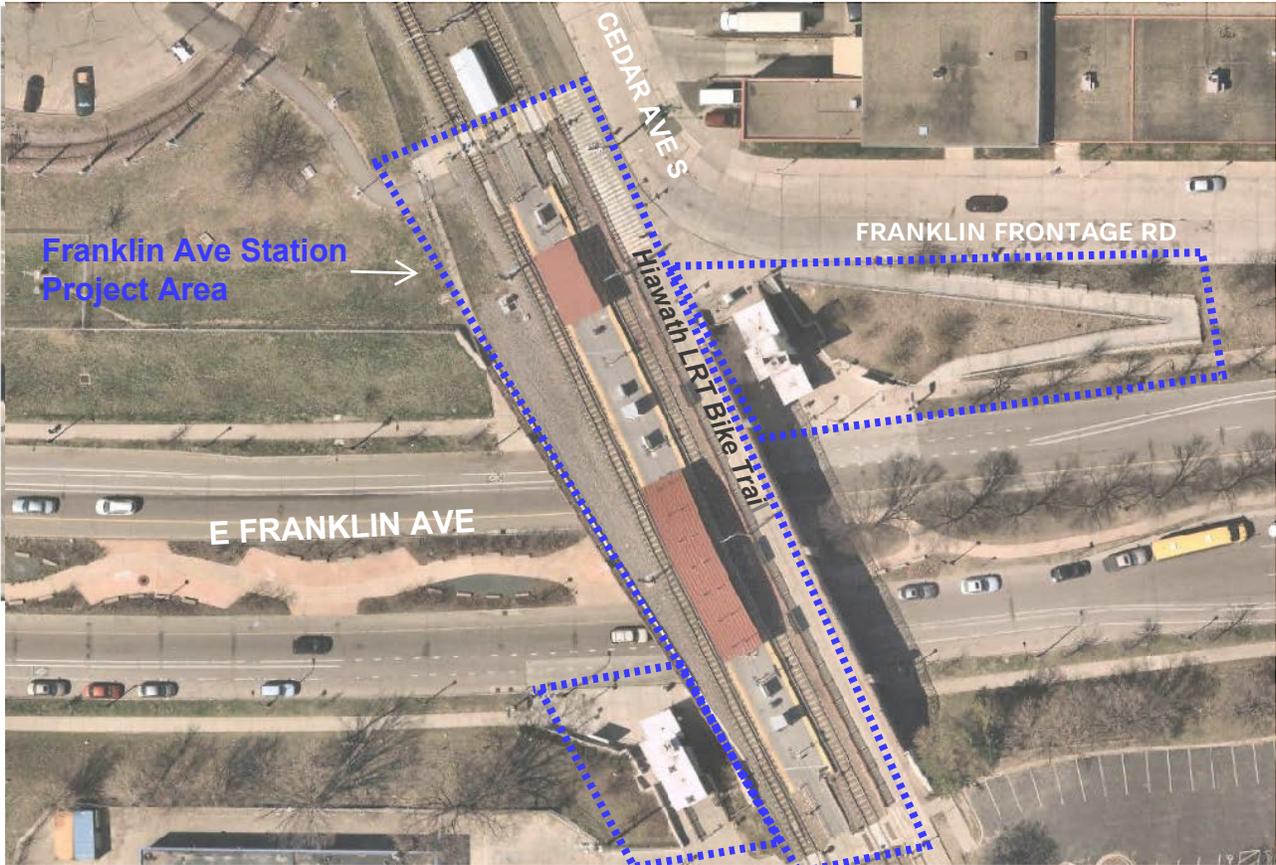
Where you can travel in 45 minutes

-  Station Area
-  Station
-  45 minute transit travel area





Franklin Ave Station View Looking East, source photo: Google Maps, 2021



Franklin Ave Station Aerial View, source photo: Hennepin County, 2022



Project Name: Blue Line Franklin Ave Station Renovation

Applicant: Metro Transit

Requested Award Amount: \$7,000,000

Total Project Cost: \$12,750,000

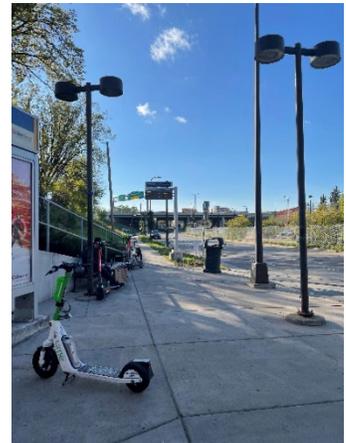
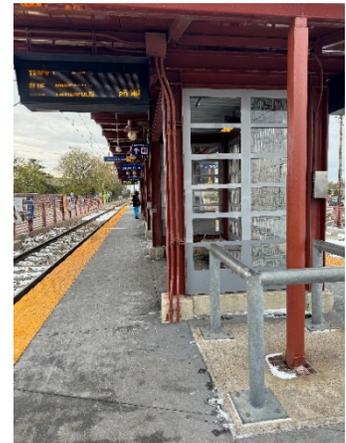
Located in the heart of South Minneapolis near the American Indian Cultural Corridor on East Franklin Avenue and in one of the most ethnically diverse areas of the region, the METRO Blue Line Franklin Avenue Station opened in 2004 with the METRO Blue Line and features an elevated platform spanning Franklin Avenue. The station had an average of 1,000 boardings each day in 2023 and has seen consistent all-day activity since its opening. The station is served by the local bus routes 2, 9, 22 and 67 which can be accessed on the busy street below. This project seeks to modernize the Franklin Ave Station with features that will improve the station platform, station area, and overall station access.

Customer feedback, police reports, and staff input have illuminated design challenges at the station. Currently customers access the station through stairs and elevators on both sides of the platform. Unfortunately, the elevators are ending their second decade of use, and frequent outages connecting to the LRT platform impact accessibility, resulting in an unreliable transfer experience for passengers. The buildings that house the elevator attract non-transit activity that impacts customer safety and further deteriorates the system's infrastructure. Platform shelters and furniture are a frequent target of vandalism, broken glass and impair the safety and experience of transit users. Renovation is needed at Franklin Station to maintain a state of good repair for this regional asset.

This project seeks to improve customer service and satisfaction by increasing the maintainability of the station and modernizing the design to meet today's challenges. The scope of this project includes:

- Replacement of the vertical circulation areas to restore ADA access and address underlying issues with the existing elevator buildings.
- Improved customer waiting areas with new heaters and other amenities.
- Updated lighting that improves energy efficiency and aids visibility in the station area for customers.
- Improvements to multi-modal connections to light rail and Hiawatha LRT trail including better bike storage and consideration of other features like charging stations.
- Improved cleaning facilities and shelter for staff to maintain and secure the station.
- Standardized design of platform shelters to allay cleaning and repairs of those areas.

This project will improve on the existing design by incorporating Crime Prevention Through Environmental Design (CPTED) principles, the latest industry best practices, and insight from system-wide efforts to address safety, security, and other societal challenges on the METRO Blue Line. This project will continue to work with surrounding communities, stakeholders, and customers to create a station design that is responsive to community needs, adds value to the neighborhood, and increases the desirability of transit.



Photos Above (from top to bottom): Franklin Ave Station Platform, Elevator Building Entrance, Bus Stop below the Station on Franklin Avenue

Population/Employment Summary

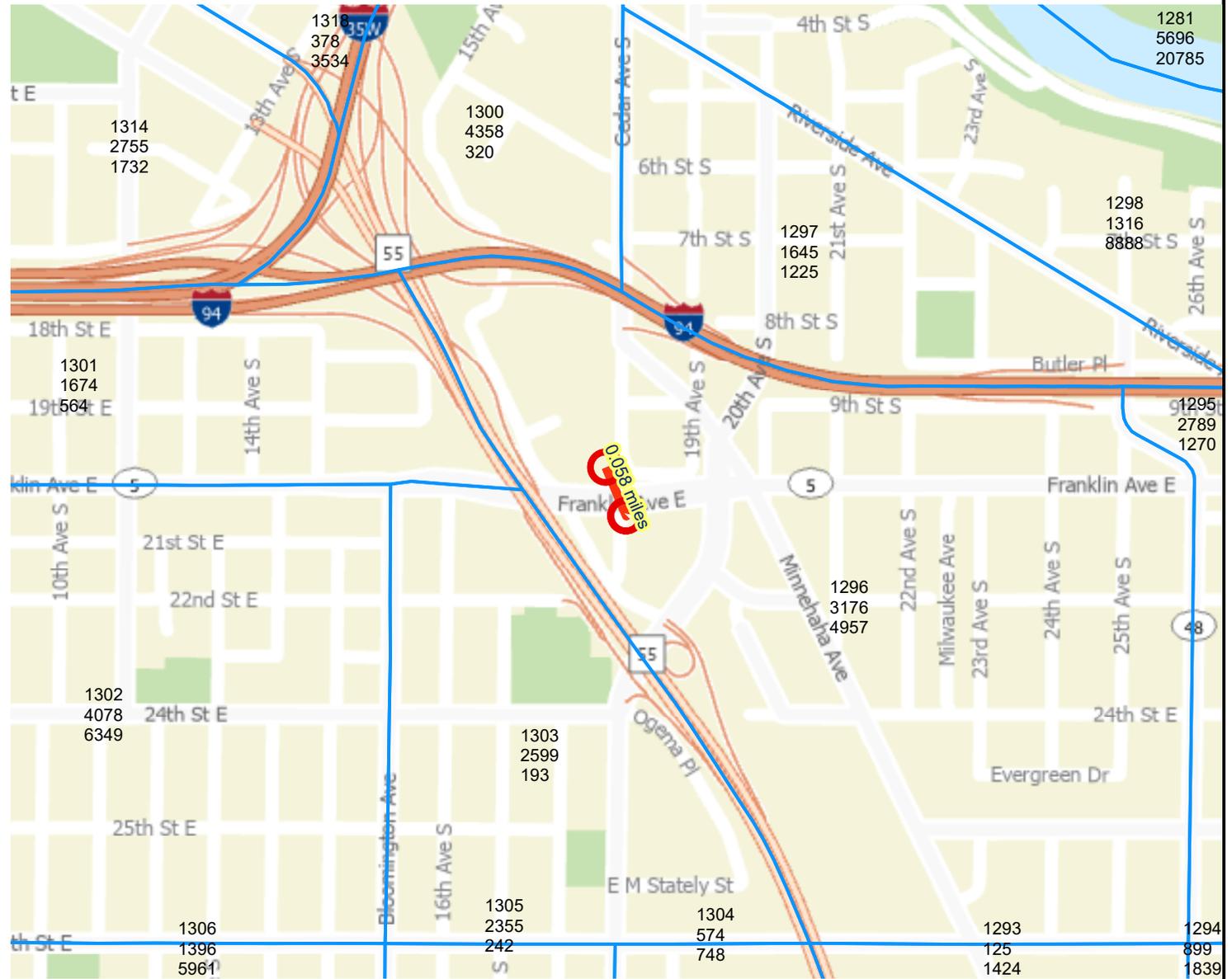
Transit Modernization Project: Franklin Ave Blue Line Station Renovation | Map ID: 1697231921708

Results

Within QTR Mile of project:
 Total Population: 17530
 Total Employment: 13608
 Postsecondary Students: 4

Within HALF Mile of project:
 Total Population: 24908
 Total Employment: 28752
 Postsecondary Students: 3350

Within ONE Mile of project:
 Total Population: 67304
 Total Employment: 115705



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 10/13/2023
 LandscapeRSA4



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Regional Economy

Transit Modernization Project: Franklin Ave Blue Line Station Renovation | Map ID: 1697231921708

Results

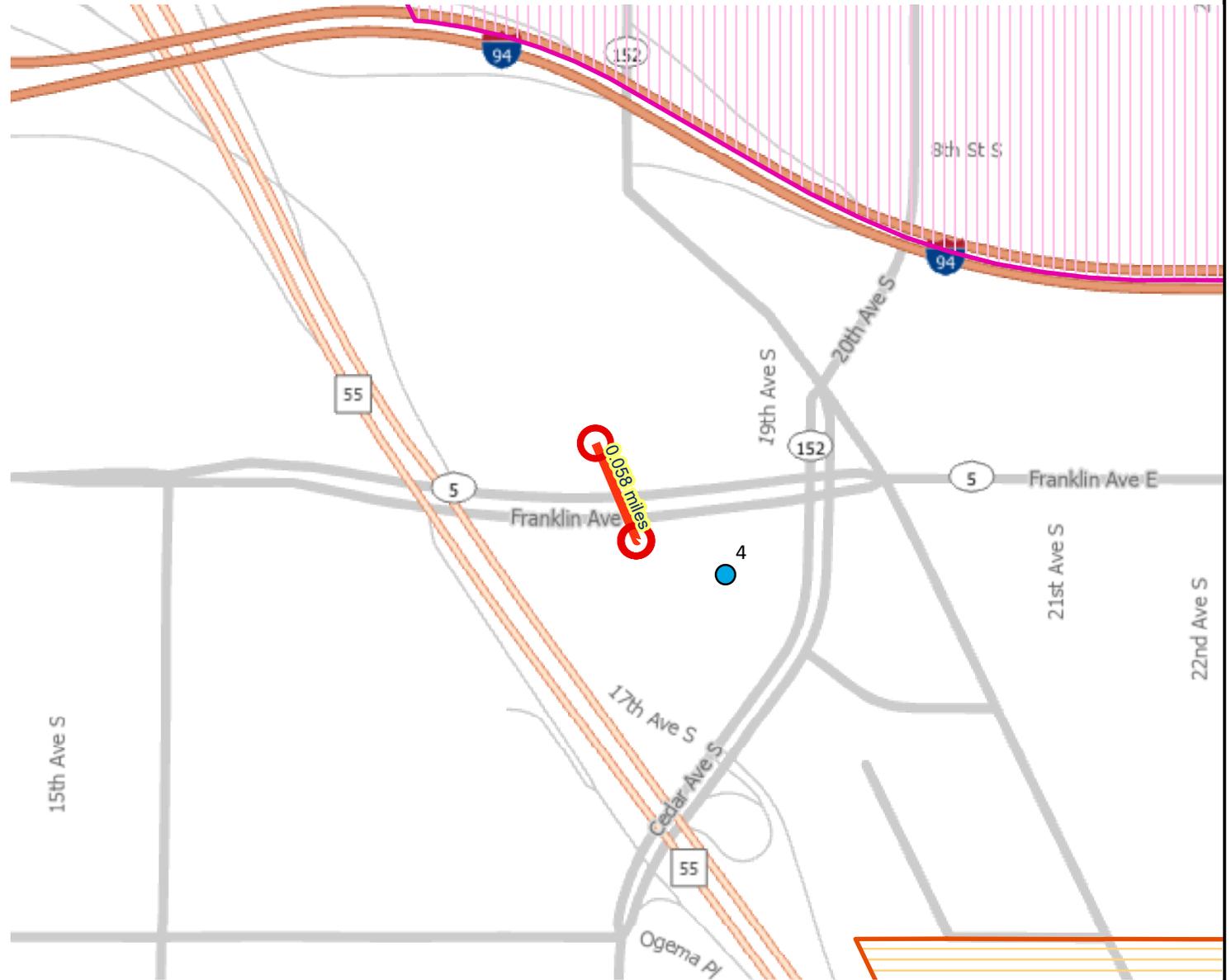
WITHIN ONE MI of project:

Postsecondary Students: 56639

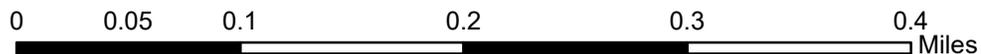
Total Population: 67304

Total Employment: 115705

Mfg and Dist Employment: 5155



- Project Points
- Postsecondary Education Centers
- Job Concentration Centers
- Manufacturing/Distribution Centers
- Project



Created: 10/13/2023
LandscapeRSA5



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

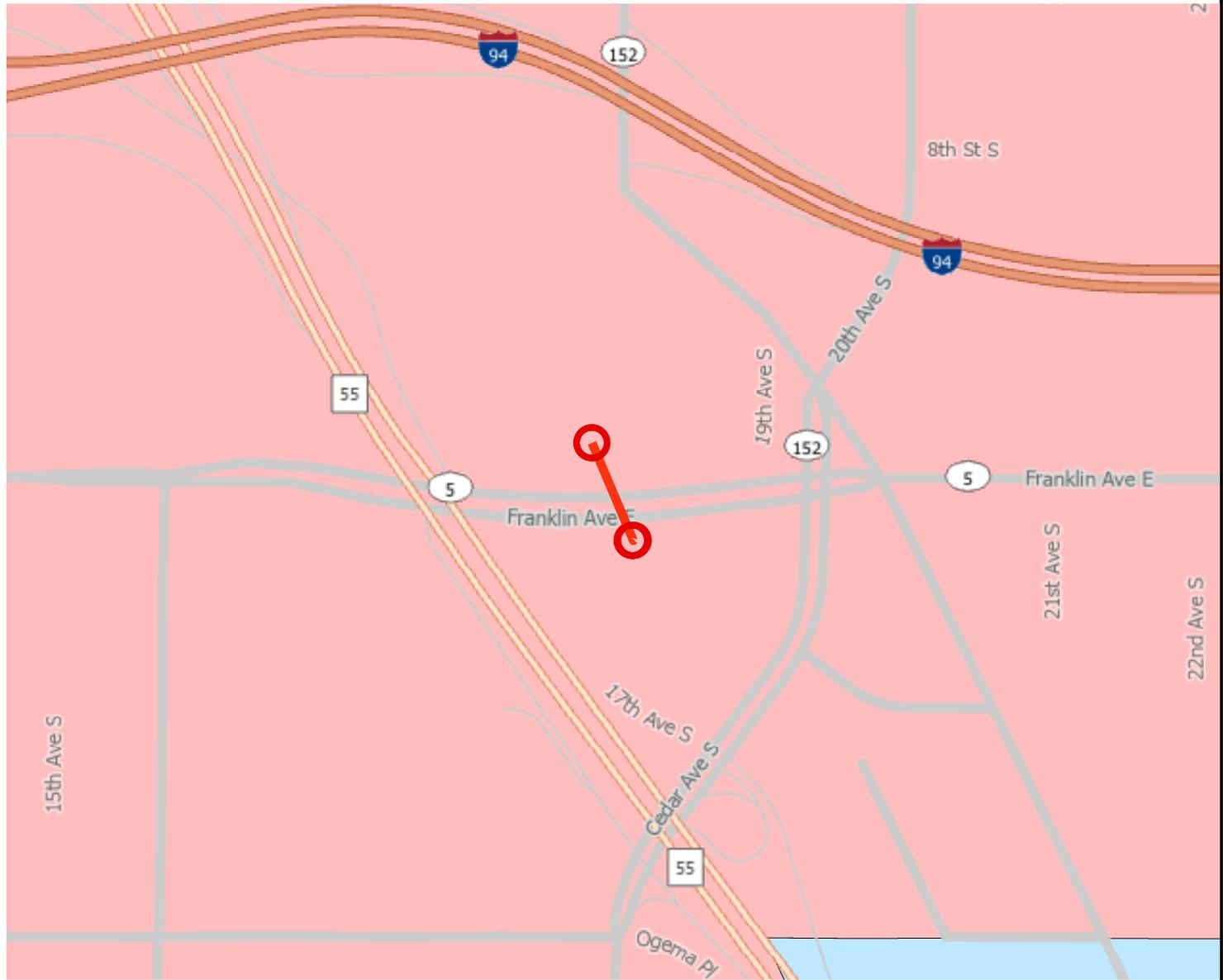


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 6658

Project located IN an Area of Concentrated Poverty.



-  Points
-  Lines
-  Area of Concentrated Poverty
-  Regional Environmental Justice Area



Transit Connections

Transit Modernization Project: Franklin Ave Blue Line Station Renovation | Map ID: 1697231921708

Results

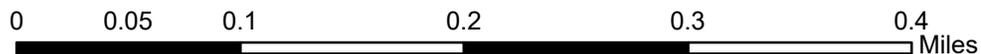
Transit with a Direct Connection to project:
2 22 67 9 901

*West Broadway/Cedar

*indicates Planned Alignments

Transit Market areas: 1

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | | | |



Created: 10/13/2023
LandscapeRSA3



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

